

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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TANAK MAKES IT A DOUBLE

Hyundai man secures his third victory of the WRC season **p16**



Welshman left ruing co-driver Martin's slip that ruined hope of Ypres Rally win

EVANS: WE WIN AND LOSE AS A TEAM



Evans was second on Ypres Rally Belgium



Welshman was not ready to point the finger

By Graham Lister

Elfyn Evans refused to blame Scott Martin after a rare co-driving error cost the Toyota pair a shot at Ypres Rally glory.

Evans got a 10-second penalty after Martin checked them in late at a time control on day one. He eventually lost out on a first victory of the season to Ott Tänak by five seconds after a dramatic weekend in Belgium.

"I'm not here to point the finger," Evans said. "If you want to do that he could say I lost him the World championship when I went off the road in Monza [in 2020]. At the end of the day, we can win but this time we finished second. There's nothing more to discuss."

Championship leader Kalle Rovanperä and Irishman Craig Breen both crashed spectacularly, while home hero Thierry Neuville slid into a ditch while leading.

Report, p16

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MOTORSPORT NEWS

INTERVIEW

READERS' Q&A: **FRANK BRADLEY**

Racer and Swift boss takes the MN hot seat **p20**



RETRO

THE MAN WHO DOMINATED IRISH RALLYING

Andrew Nesbitt's victory flourish 20 years ago **p28**



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COMMENT

Photo: Motorsport Images, Hyundai, Toyota Gazoo Racing, Paul Lawrence



The Welshman defended his co-driver Scott Martin after victory slipped away in Belgium

EVANS TAKES IT ON THE CHIN

It is very hard to understand the enjoyment that a co-driver can get from being in the hot seat. They are hardly able to look out of the window with their heads buried in the pacenotes and they are being hurled at the scenery at warp speed.

And, as Elfyn Evans' co-driver Scott Martin found out at the weekend, the role can make or break an event or even a season. Checking in late to a time control cost the Toyota man a 10-second penalty. That he lost the rally victory by only five seconds made it all the most painful.

But Evans has stood firm alongside the man in the passenger seat. He has refused to apportion any blame to Martin and rightly so. Evans is aware that any error he has made has also cost Martin a shot at glory in the past. Fair play to Evans for taking the heat off his co-driver: it was a very mature thing to do.

Ott Tanak's victory in Belgium – his third of the season – has breathed some life into the fight for this year's World Rally Championship. That was compounded by Kalle Rovanpera's early exit as he rolled his Toyota Yaris. Hyundai driver Tanak is now 72 points away from the summit with four rounds of the season remaining. It would take something drastic for Rovanpera to lose his grip on the crown, but stranger things have happened in rallying.

Elsewhere in this issue, the subject of our Motorsport News readers' Q&A this week is Frank Bradley, the charismatic racer who brought Swift racing cars to the UK. He was one of the leading players in the highly competitive world of Formula Ford in the late 1980s after his own racing career had come to a close. The interview is fascinating and Bradley is still an active racer today, enjoying his time in a Can-Am monster.

Luke Barry recalls Andrew Nesbitt's golden period in rallying as he won a raft of events between 2000 and 2002, a record that meant people dubbed him the Michael Schumacher of Irish rallying. It is an interesting tale of a man who was completely at one with his machine and the stages he tackled.

As well as a bumper reports section, we also look ahead to this weekend's Classic at Silverstone. Paul Lawrence gives you the lowdown on what will be the star turns over the course of the three-day event.

Also, don't forget to make your voice heard in our latest Motorsport News poll, brought to you in conjunction with our friends at Motul UK. We are on the hunt to find your favourite competition Ford, so turn to page 19 and let us know your views.

Matt James

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MOTORSPORT NEWS

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Tanak claims crucial Ypres win

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What is the best Ford racer?

Make your opinions known in our exclusive MN online poll



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Readers' Q&A: Frank Bradley

Racer and former Swift Cars constructor tackles the MN readers' questions

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Rallying's Michael Schumacher, Andrew Nesbitt

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RACING NEWS

F1 BOSSES RUBBER STAMP NEW ENGINE REGS FOR 2026

Greener grand prix cars are on the way with fresh powerplant rules

By Matt James

Formula 1’s rulers have approved the power unit regulations that are due to come into force in grand prix racing in 2026.

The confirmation is likely to clear the way for Porsche to commit to the category in a link-up with Red Bull. The governing body, the FIA, has identified four “key pillars” of the new regulations. The first of these is aimed at “maintaining the spectacle”. The statement says that the new V6 motors will have similar performance to the current designs. The FIA also wants “environmental sustainability”. The engines will include an increase in the amount of electrical power deployment and will use 100% sustainable fuel. The FIA has also outlined financial stability as a pillar with the reduced

costs of the engines – which will drop the MGU-H systems on the powerplants – aiming to assist the teams. The final key point is that the FIA says it has developed the new motors in conjunction with firms who are considering entering the sport and that the tweaked regulations should make it attractive to those companies. The FIA president Mohammed Ben Sulayem explained: “The introduction of the advanced power unit along with synthetic sustainable fuels aligns with our objective of delivering benefits for road car users and meeting our objective of net carbon zero by 2030. “F1 is enjoying growth and we are confident these regulations will build on the excitement our 2022 changes have produced. I want to thank all of the FIA management and technical staff involve with this process for their diligence and commitment.”



Formula 1 engines will be upgraded for 2026



Porpoising F1 cars will be a thing of the past under the new rules

FIA TO PUSH AHEAD WITH PORPOISING FIX FOR FORMULA 1

The FIA will finally introduce measures to stop grand prix cars bouncing from the Belgian Grand Prix onwards. The issue came to light as all machines were designed with the new ground effect rules for 2022. A number of teams have struggled to bring the phenomenon, known as porpoising, under control and it has been particularly prevalent on the Mercedes machines. From this weekend’s race at Spa, the FIA will monitor the cars and will introduce changes to the stiffness requirements of the underfloor planks and skids on each machine. From 2023, the edges of the floors in each design will have to be raised by

15mm and there will also be alterations to the diffusers to halt bouncing. The FIA will also require each team to have sensors on the underneath of the car to monitor the movements. Also, following the large accident for Zhou Guanyu at the start of the British Grand Prix at Silverstone, the FIA has proposed changes to the roll hoop designs for 2023 onwards. The FIA wants all roll hoops to have a rounded top to reduce the chance of it digging into the Tarmac. There will also be a new minimum height for the devices, plus changes to the way the load is measured. The FIA has also said it would introduce a “significant overhaul” of the roll hoop safety tests in 2024.



Norris is a rallying supporter

NORRIS KEEN TO TRY HIS HAND AT RALLYING

Formula 1 driver Lando Norris has expressed an interest in taking part in a rally in the future. The McLaren racer was introduced to the category at a recent promotional video shoot and says that he wants to tackle the mixed-surface sport in the future. “Going there for the first time and witnessing it, [it is amazing] how crazy those people are,” said Norris to motorsport.com. “It made me really want to have a go. I might start where there’s no trees, [at the] end of the year, I just want to have a go – in a safe place. “Car control and flicking it in and handbrake and timing and all of that stuff, it’s always good to do every now and then for like car control and to keep your wits about with more than just driving a Formula 1 car. It’s like karting. A lot of F1 drivers like to do karting, because it gets them back in the feeling of feeling things and it’s very feeling-related in karting. [It is] the same with rallying, I just want to go and try something new.” Norris is in seventh place in the F1 standings heading into this weekend’s Belgian Grand Prix.

NEWGARDEN ZEROES IN ON THE INDYCAR POINTS SUMMIT

Penske driver Josef Newgarden has moved to within three points of the IndyCar Series lead with two rounds remaining after winning the final oval race of the season at Gateway in Illinois last weekend. The two-time title winner prevailed

in the rain-delayed race last weekend. He pulled off a late pass on team-mate Scott McLaughlin to snatch top spot to take his fifth win of the campaign, while rookie David Malukas also demoted McLaughlin before the end of the event.

It was Malukas’s first podium finish of the season. Points leader Will Power came home in sixth spot in his Penske machine. The remaining two rounds of the series take place at Portland on September 4 and at Laguna Seca on September 11.



Newgarden pounced for win



Albon is enjoying life at Williams

ALBON SAYS WILLIAMS’ OUTLOOK IS A BOOST FOR HIM

Grand prix driver Alex Albon says that he is enjoying the “small victories” that he is able to achieve with the Williams F1 team. The London-born Thai driver, who was dropped from the Red Bull team at the end of 2020, has been in the top 10 on two occasions this term on his return to the top-flight. Albon told Autosport: “When there’s a

team that’s looking to win, of course when you finish in sixth or seventh place, that’s not really a good thing. Whereas for us we’re not really where we want to be this year but when we execute perfectly and the car is in its window, we can get points and we can fight up the midfield. “The main difference between changing teams is that value of success and what is a good weekend. Sometimes

you can be out in Q1, but actually you felt like the lap was really good, like the car was good. You felt like as a team, you maximised everything. And you have to take that as a positive even if on reflection it may not seem to the outside like it was.” Albon recently signed a “multi-year” deal to remain at Williams, but the precise length of the contract has not been revealed.

RACING NEWS



Masi will have a new job

MASI TIPPED FOR JOB WITH AUSSIE SUPERCARS

Former Formula 1 race director Michael Masi has been tipped to land a role as the chairman of the Australian Supercars.

The Australian, who was in charge of grand prix racing during the controversial final race of the 2021 season at Abu Dhabi where Max Verstappen beat Lewis Hamilton to the World championship title, was a former deputy race director of the Supercars category before joining the FIA in 2018. He became the F1 race director when Charlie Whiting passed away at the start of 2019.

Masi was relieved of his race director role in the fall-out after the Abu Dhabi GP in 2021. Masi has been rumoured to be taking over from the current chairman of Supercars, who is racer-turned-commentator Neil Crompton.

LLOYD FACES CASH FIGHT TO STAY IN THE BTCC UNTIL THE END OF 2022

Excelr8 driver might be forced to step aside after Oulton Park repair bill

Photos: Jakob Ebrey, Motorsport Images



Lloyd is facing cash issues

By Matt James

British Touring Car Championship racer Dan Lloyd says he will be unable to complete the season in his Excelr8 Hyundai i30 N as crash damage has wiped out his funding.

The 30-year-old is eighth in the



Lloyd was wiped out in Oulton crash

standings and has taken two wins from the 21 rounds that have taken place so far this season. However, a heavy crash in the reversed-grid final round at Oulton Park in June has left him on the brink of having to withdraw as he does not have the funds for the final two meetings, which are due to take place at

Silverstone (September 24-25) and Brands Hatch (October 8-9).

Lloyd said: "I've been working non-stop since the huge crash at Oulton but I've been up against it with over £100,000 worth of crash damage to find.

"It's been an amazing season, and there's no way I'm giving up because I'd be devastated to not

be able to finish it with all the hard work I've put in. I'm now short of just over £50,000.

"A lot of fans have mentioned about crowd-funding but I didn't want to do this without offering something back in return so I'm now launching some packages to try help the situation."

Lloyd said he had been bowled

over since he put news of his situation on social media last week: "The response has been overwhelming, and thanks to everyone who has stepped in to help out. I am not there yet, but the reaction has been impressive."

The next rounds of the BTCC are scheduled to take place at Thruxton this weekend.



Susie Wolff

WOLFF STEPS DOWN FROM VENTURI FORMULA E ROLE

Susie Wolff has stepped down as the chief executive of the Venturi Formula E team.

The Scot, who is married to Mercedes F1 head Toto Wolff, joined the operation in 2018 as a team principal before taking up her current post in November 2021.

Venturi has announced a

multi-year tie-up with road car firm Maserati for next season and beyond. On social media, Wolff said: "As the most successful season in Venturi FE's history comes to an end, so does my personal journey with the team and Formula E. I leave with immense pride in the solid foundations we

have built together, as the team begins a new chapter with Maserati."

Venturi ran Lucas di Grassi and Edoardo Mortara in this season's competition. Mortara was third in the points with di Grassi in fifth. Venturi was runner-up in the teams' championship to Mercedes.



F1 champ enjoyed Cup

RAIKKONEN ENJOYS NASCAR DEBUT

Kimi Raikkonen is not ruling out further NASCAR Cup appearances after the 2007 Formula 1 champion had an impressive debut in the category at Watkins Glen last weekend.

In his first competitive event since retiring from F1 last year, Raikkonen in his Trackhouse Chevrolet qualified 27th in the

39-car field and ran as high as eighth in the wet-but-drying race. He was however eliminated at the start of the final stage when caught up in a multi-car crash.

When asked if he would try NASCAR again, Raikkonen said: "We'll see. I don't know."

He added that he enjoyed "everything" about his debut.

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Title winner halts Toyota and Roanpera's hot streak with glory on Jyväskylä event

TANAK BUOYED BY HYUNDAI'S RETURN TO FORM WITH RALLY FINLAND VICTORY



By Matt James
Hyundai driver Ott Tänak has hailed a "special" victory on Rally Finland as he has vaulted up to second place in the World Rally Championship. The Estonian led from the opening stages of the event and to secure his second victory of the 2022 campaign. The 34-year-old said: "There have been quite a few wins in my career, but this is definitely my best. I can't say I was completely happy with the performance of the car, but it will all manage to be a good piece."

Tänak is 94 points adrift of table-topper Roanpera.
Full report, page 14

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RACING NEWS

Photos: Jakob Ebrey, Steve Jones

COMBE PRIZE RACE IS GO

Castle Combe’s annual Dave Allan Trophy race returns on Monday (August 29) and this year has prize money on offer to the overall victor and class winners.

The 40-minute pitstop race is held in memory of Honda test and race driver Allan and is designed to include a wide variety of cars with everyone having an equal chance of winning their class.

The prize money, supplied by ME7 Ltd, is £100 for the outright winner plus £100 for each of the four class winners. The classes will be defined by the lap times time set in the 25-minute qualifying session. Entries are still open for Monday’s contest, with the entry fee £295 plus £35 for an extra driver. Sports, saloon, GT or touring cars of any engine capacity are eligible.

As Motorsport News closed for press the race had 20 entries, which matches last year’s turnout.

The entry includes a Team Dynamics Audi RS 3 LMS raced by Dave Allan Trophy founder and BTCC Team Dynamics team manager Alyn James paired with Paralympic skiing medallist Matthew Stockford who is making his race debut.

Castle Combe Racing Club chairman Ken Davies said: “It is 10 years this year since Dave’s tragic passing, and CCRC has been privileged to organise this annual race on behalf of Honda as a memorial to a great personality, enthusiast, and racer.

“The one or two-driver race always delivers great track-time value for money for the clubman.”



Cash on offer at Combe



Duo in special two GT4 races

BRITISH GT YOUNGSTERS SEEK CLASSIC WIN

Hopkins relishes “once-in-a-lifetime opportunity” as he and Tomlinson enter GT4 races

By Graham Keilloh

Teenage British GT racers Seb Hopkins and Freddie Tomlinson will contend for victory in this weekend’s one-off Masters GT4 Classic Silverstone Challenge double header at the Classic at Silverstone.

Hopkins, 16, and Tomlinson, 17, will compete in two 30-minute races, one each on Saturday and Sunday, for past and present GT4 machines.

They will race in cars familiar to them from this year’s British GT championship, with Hopkins as

usual competing in a Team Parker Racing Porsche 718 Cayman GT4, while Tomlinson races a Ginetta G56 GT4 entered by factory squad Team LNT.

In addition, British GT teams Team Rocket RJN and Balfe Motorsport field McLaren 570Ss while former British GT squad Stratton Motorsport enters a Lotus Evora and an Aston Martin as it did during the 2015 and ’16 seasons.

As reported by MN, British GT race director Peter Daly also will race in a Team Parker Porsche Cayman (*see MN, August 11*).

Hopkins said: “So many people

go to watch the Silverstone Classic. It’s a brilliant place to race, especially in front of 10s of thousands of fans. The whole weekend itself, not only our race, but all the other races, mean it’s going to be amazing to be a part of.

“It’s a once-in-a-lifetime opportunity because it’s not a part of the British GT championship season. It’s going to be interesting because I haven’t driven on my own since last year in Ginetta Juniors. Hopefully, it can be a good weekend which will help build momentum towards Brands Hatch.”



Hopkins looking forward to racing with big crowd



BRSCC’s FF1600 racers tried to take heat out of marshalling

BRSCC HELPS MARSHALS IN HEAT

British Racing and Sports Car Club racers and organisers took special measures at its Anglesey meeting 10 days ago to aid marshals working in soaring temperatures.

Competitors for the BRSCC’s Northern & Super Classic Formula Ford championship bought ice creams for the meeting’s marshals, by putting money ‘behind the bar’ in the circuit’s canteen so that any marshal could get a free ice cream.

And BRSCC chairman

Peter Daly and British GT safety car driver Lorna Vickers – who both were competing in the FF1600 championship races at the Welsh meeting – distributed water to marshals around the circuit by mountain bike during the meeting between their on-track sessions.

Daly told Motorsport News: “BRSCC really thanked the marshals in such a hot day.

“We were in the old pitlane at Anglesey and there’s a marshals’ post

there. And I went up to talk to the marshal and he looked frazzled and I gave him some water.

“At that point I decided let’s go to race control, and they don’t have the capability of getting all the way round the circuit, but Lorna and I did because we’ve got our mountain bikes so we just filled our rucksacks and took about 30 bottles of water out to them all.

“The feedback I got [was] that one of the hottest race weekends that they’ve had.”

MANSELL MAKES HIS PRAGA CUP DEBUT

EuroBOSS champion and former Indy Lights racer Scott Mansell is one of four drivers who made their racing debuts in the Praga Cup at Donington Park last weekend.

Mansell, who is also founder of the Driver61 driver development business, raced in Donington’s pair of one-hour races for the high-performance R1 in the Praga factory team alongside former SAS operative Jay Morton. Mansell drove in place of ASCAR champion Ben Collins who was at Monterey Car Week. Ruben Stanislaus and Lewis

Appiagyei, both 18 years old, also made their Praga race debuts sharing an Idola Motorsport R1. The duo are the subject of a behind-the-scenes BBC documentary tracking their motorsport journey, the filming of which continued at Donington.

The debutant quartet was completed by 20-year-old Arden Young Racing Driver Academy member Corey Alleyne from County Donegal. Alleyne raced in an Arden by Idola entry, paired with fellow Arden driver and current GB3 pilot Alex Connor, who won Praga Cup’s inaugural

Silverstone race earlier this year.

Mansell said: “It’s a fantastic car and very much like a single-seater, which are the race cars that I absolutely love. It’s a nice car to drive on the limit and I’ve been able to get up to speed quite quickly.”

Praga Cars UK managing director Mark Harrison added: “Not only does [Mansell’s] appearance bring another high-profile racing driver to the Praga Cup grid, but his coaching skills also play well to the Cup’s Pro-Am pairing format.”



Mansell (r) joined SAS operative Morton (l) in high-performance R1

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RACING NEWS



Edwards back to future

EDWARDS TO COMPLETE MINI YEAR WITH EXCLER8

Mini Challenge Trophy racer Nathan Edwards has returned to the Excelr8 Motorsport team for the remainder of this season after switching from the MRM squad. Edwards made his debut in the championship with Excelr8 in 2020 with a one-off outing at Croft. Edwards then in 2021 competed in the championship full time with MRM and finished 13th in the standings.

Edwards started this season still with MRM and sits 11th in the table with four top-10 finishes in the eight races so far. His second spell with Excelr8 starts this weekend with Mini Trophy's meeting supporting the British Touring Car Championship at Thruxton.

Edwards said: "Excelr8's success in this championship speaks for itself and after renewing our partnership together for the remainder of the season, I am looking to turn my fortunes around after a tough start to my 2022 campaign. I'm confident that this move will be the one that helps me move up to the pointy end of the grid."

Excelr8 team owner Justina Williams added: "I certainly feel he is a driver who is more than capable of running well inside the top 10 on a consistent basis."

LOGGIE GETS CARRERA CUP OUTING

British GT leader continues busy 2022 by making his debut in the BTCC support championship

Photos: Dan Bathie, Jakob Ebrey, Graham Holbon



Loggie made Porsche bow

By Graham Keilloh

British GT championship leader Ian Loggie made a surprise debut appearance in Porsche Carrera Cup GB at Snetterton 10 days ago driving for Toro Verde GT.

Amateur driver Loggie has a clear lead in British GT's standings and could wrap up the title a round early at Brands Hatch next

month in his RAM Mercedes GT3. This is part of a busy 2022 season for the 59-year-old, wherein he is also completing a full GT Cup campaign, plus has made GTWCE Endurance, Dubai 24 Hours, Gulf 12 Hours, Asian Le Mans Series and 24H Series appearances, including winning last month's Portimao 24 Hours in class. Loggie at the Snetterton Porsche event

supporting the British Touring Car Championship, twice finished third in the Am class, despite contact in race one that pitched rival Nigel Rice into a roll and Loggie then struggling with race-two understeer following his race-one incident. Loggie said: "Qualifying was a baptism of fire for me, as I had only been in the car a couple of times prior to the weekend. The refinement on the brake is a big change,



GT leader got pair of podiums

because I'm used to driving cars with ABS. The Cup cars are really amazing, but for a newcomer, if I can call myself that, it takes a little bit of getting used to." Team manager Jules Westwood said: "Ian definitely enjoyed being in the car, but race two was tougher after the contact in race one. We didn't have enough time to check the full settings on it, so it was less enjoyable to drive."



GB4 man felt he had top five F4 pace

SHERWOOD WANTS MORE F4

Teenage GB4 racer Jack Sherwood is looking forward to more chances behind the wheel in British Formula 4 after making his debut in the category at the recent Snetterton meeting. Sherwood, 16, raced in British F4 in a one-off deal with Chris Dittmann Racing for Norfolk's triple-header. He started all three races in 14th place and progressively improved his finishing position from 14th in race one to ninth in race three. Sherwood said: "Coming from GB4, it's definitely a different driving style.

With the halo it's a bit heavier, so you have to wait a bit longer for the car to rotate, but I love the car and I'm looking forward to driving it again. "We had the pace [in race three] to be in the top five, so that's really encouraging moving forward." Team boss Chris Dittmann said: "For Jack to jump straight in at this level and finish ninth in the last race was a really solid performance. It's a new car to him and to learn as much as he has in the short space of time is a testament to his ability and our work as a team."

SILVERSTONE HOTEL SET TO OPEN

The new trackside hotel situated next to Silverstone's Formula 1 British Grand Prix start-finish straight is set to open next month. Hilton Garden Inn Silverstone overlooks the F1 event's pits and start-finish straight, recently renamed the Hamilton Straight, that is situated between Club and Abbey turns. The startline location has been used since moving from between Woodcote and Copse for the 2011 grand prix after the opening of the 'Wing' paddock complex.

During race events the hotel's 75 rooms and suites facing the track can be transformed to hospitality suites providing a close-up view of the action. The hotel's rooftop bar has 360-degree views of the race track while the BOX Bar & Kitchen is located trackside and also features indoor and terrace viewing spaces. The hotel also has an on-site restaurant and fitness centre, plus 17 meeting rooms and 197 guest rooms in total.



Silverstone GP start-finish straight hotel is about to admit guests



Legends are in the picture

LEGENDS CHAMPIONSHIP A TELEVISION HIT IN '22

The Legends Cars championship has achieved an accumulative audience of around 1.5 million for its television highlights broadcasts this season according to figures gathered by its broadcast partner Digitex Television. High-quality TV coverage of the championship returned this year with 15 one-hour highlights broadcasts, one for each round, available across a variety of platforms. With these Legends gets between 300,000 and 600,000 viewers on Amazon

— a growing figure month on month — its Freesports coverage gets just under 30,000 UK viewers, Samsung TV achieves almost 45,000 European viewers with 20,000 on Sporty Stuff and just under 55,000 on MAV TV. The Fox Sport network across Canada and the Caribbean brings another 50,000, Distro TV worldwide delivers 400,000 and Motortrend brings action to around 600,000 more people throughout Europe. In addition, availability on the championship's Facebook page and

YouTube channel has more than doubled the original audience. Championship owner Phil Cooper said: "We took a conscious decision this year, with Digitex, to work on providing the very best production possible and including as much onboard footage as well to give fans the best access to our incredible racing. We believe this gives us a fantastic product for our competitors and sponsors, and the figures we're seeing confirm this has been the right approach to take."

RALLY NEWS

Photos: mcklein-imagedatabase.com/



The WRC could be set to expand its roster of events

WRC SET FOR 2023 GLOBAL EXPANSION

Extra rally and more events under discussion by World championship chiefs

By Graham Lister

The World Rally Championship calendar will be bigger and more global under current plans for 2023.

Motorsport News understands that a 14-round schedule is being finalised with as many as six rounds taking place outside Europe.

Although the number of flyaway events is expected to fall to five, leaving nine rounds in Europe, it still represents an increase from this season when three overseas events – Kenya, New Zealand and Japan – are due to take place.

The global expansion is also in line with governing body the FIA's long-standing call for a

calendar covering five continents.

Sources suggest Mexico is a firm favourite to return to the WRC for the first time since 2020 with Saudi Arabia set for its first appearance in accordance with an apparent desire by WRC Promoter to add a desert round to the schedule.

However, plans for a return to Chile – and a sixth round outside Europe – are unlikely to reach fruition.

The increase of non-European events will serve as a blow to efforts to bring the WRC back to the UK, which has been starved of World championship action since 2019.

A bid by Rally Northern Ireland failed due to funding issues and sources suggest a push for a 2023 date is unlikely.

Other European events could be under threat, including Belgium's Ypres Rally, which again proved popular when it ran as part of the WRC for the second time last weekend but has no deal to continue in the championship beyond this season.

According to sources, running more rallies outside Europe has received a mixed reaction from teams and tyre supplier Pirelli, with concerns over the hike in budget the main issue.

Of the rallies likely to remain, the Monte Carlo Rally's inclusion is expected to be a formality after organisers revealed outline details of the event, which is scheduled to run from January 19-22. Croatia, Estonia, Finland, Greece, Portugal, Sardinia,

Spain and Sweden are also set to be included once again as the European rounds although there is interest from Corsica, Cyprus, Czech Republic and the Latvia-based Rally Liepaja.

In addition to Mexico and the mooted event in Saudi Arabia, Japan, Kenya and New Zealand are set to host the events away from Europe.

While the WRC is set to total 14 rounds, the European championship, which is also promoted by WRC Promoter, is expected to consist of nine events, one more than in 2022, albeit with no round in the United Kingdom or Ireland.

Confirmation of both calendars is expected at October's meeting of the FIA World Motor Sport Council.

PRAISE FOR BRIT CO-DRIVER WOODBURN FROM CZECH

Jan Cerny said his new co-driver Tom Woodburn "did an incredibly good job" after the Briton co-drove Cerny to victory in the WRC3 category in Ypres.

The new pairing only met for the first time last Monday for what was Czech driver Cerny's first event using English pacenotes.

"We didn't have too much time to prepare but he did an incredibly good job," said Cerny. "The timing and everything was perfect. A big thanks to him, he's a really good co-driver."

We knew that we just needed to finish, just do our business and that was the plan and we did it. We won, it's incredible."

Cerny's next event is Rally Spain from October 20-23 although it's not yet clear if he will continue his partnership with Woodburn, who has now started five World championship rallies with five different co-drivers.



Rovanpera's Ypres Rally was hit by a crash

ROVANPERA STILL ON COURSE FOR WORLD CROWN

Kalle Rovanpera made up for his car-wrecking stage-two crash on the Ypres Rally by taking five Powerstage points to head to next month's Acropolis Rally 72 points ahead in the World title chase.

Rovanpera arrived in Belgium with an outside chance of becoming the youngest World champion, only for his huge crash from the lead to delay the celebrations.

"The season has been good until this point and sometimes mistakes happen," said Rovanpera. "After the crash we did everything we could to bounce back which was important, and it was a nice way to thank the mechanics for the great work they did repairing the car. In the Powerstage it was not easy to step up the pace after driving quite safely before that, but it was good to get the maximum five points and it means that the gap in the championship hasn't closed too much."

BIG CRASHES TEST M-SPORT'S PATIENCE

M-Sport's faltering World Rally Championship season reached another low point in Belgium after Craig Breen and Adrien Fourmaux suffered heavy crashes in their Ford Puma Rally 1s.

Breen was in fifth when he went off the road for a third rally in succession, ensuring he failed to score big on the three events he had earmarked for strong results.

Fourmaux, who has endured a troubled campaign from the outset, brought more frustration to the Cumbrian team when he crashed out on the penultimate stage.

With the Acropolis Rally starting in the Greek capital Athens on September 8, M-Sport is facing a race against time to

repair its two badly damaged Pumas for round 10 of the season when multiple World champion Sebastien Loeb will return to the line-up for what's being considered a make-or-break event for the British outfit.

Following Breen's multiple day-two roll, from which he and co-driver Paul Nagle emerged unscathed, M-Sport team boss Richard Millener said: "We need to find a way to get him out of the position he's in at the moment, it's not easy for the team, particularly with the tight turn around [of events], it's not easy for anyone and we need to get out of it."

Breen told reporters in Ypres: "We're trying our best but it's not working.

It's not where we want to be, but we won't give up."

Of Fourmaux's exit from fifth position, Millener offered little sympathy for the Frenchman, despite him reporting feeling ill on the final morning.

"It was quite clear what the objective was today and that's not happened," Millener said.

Brit Gus Greensmith, who completed the M-Sport Puma attack in Ypres, dropped out of contention when he crashed on Friday morning.

Jari Huttunen was fifth in the WRC2 order at the end of leg one but he went no further after an engine issue was detected on his Ford Fiesta Rally2.



M-Sport's Craig Breen suffered another accident on the Ypres Rally

RALLY NEWS

GRAMPIAN WIN PERSUADED CRONIN TO CONTINUE IN BRC

Event winner says he could have walked away but for his victory

Photos: Martin Walsh, Paul Lawrence, Jakob Ebrey



Win boosted Cronin's hopes

By Luke Barry

Keith Cronin has admitted anything other than a win on the recent Grampian Forest Rally could have spelled the end of his British Rally Championship campaign.

Cronin is aiming for a record-equalling fifth British title but faces stiff opposition from fellow VW Polo GTI R5 driver Osian Pryce. Cronin currently heads Pryce by 18 points after four of seven rounds but with two scores to be dropped they are essentially level with two wins apiece.

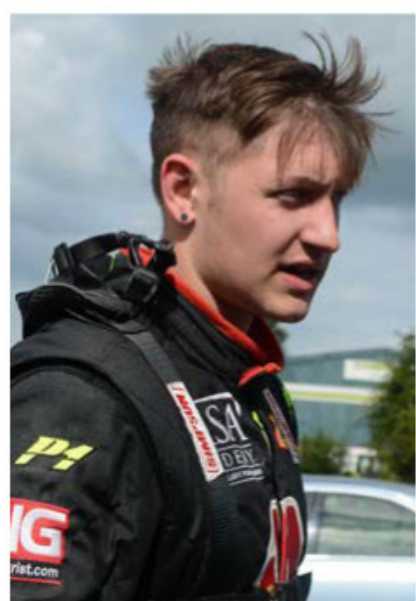
"If we didn't win it would've been hard to know if it was worth continuing because we would probably have been out the fight," Cronin told MN. "It was good to win, but I do think Rali Ceredigion will be difficult. Osian has

done the rally before and it's another one he'll say is not quite on his doorstep, but it would be like me going to the Rally of the Lakes, close enough.

"So it was really good to win the Grampian, but better than that it was good to get gravel pace," Cronin added. "We had a few years with different things and we seemed to have got this working. We can hopefully fine-tune it now to improve it again."

Pryce felt he was consigned to second in Scotland as he ran first on the road on particularly loose gravel but admitted it is game on for Ceredigion – a rally he won the only time it has run before.

"Keith's going to be very hard to beat. He's such a good, accomplished asphalt driver," Pryce said. "We can take a bit of confidence away from this one, do a bit of testing on set-up if we can get the budget so I'm looking forward to it."



Black will drive Rally2 car

BLACK TO DEBUT NEW RALLY2 FIESTA ON WOODPECKER

Callum Black has taken delivery of a brand-new Ford Fiesta Rally2, and he plans to give it its debut on the Woodpecker Stages.

Black hasn't competed since last season in the Fiesta R5 now campaigned by Matthew Hirst as he waited for the new car to be built. He picked it up from M-Sport last week and will test it at Walters Arena next Tuesday.

"Initially I wanted to do asphalt but won't have enough time to do the events I wanted to do so I've decided to do the Woodpecker. The plan is to see how that goes and then maybe do the Trackrod," Black told Motorsport News.

"I don't know what I'm going to do next year yet. It would be quite nice to win the BTRDA but then also I haven't done asphalt since

2014. It's just convenience really with work and it's just being realistic, but I would still like to do Ypres next year – even if it's just one asphalt rally that would be nice and maybe do a small Belgian rally beforehand just to get in the groove. I'm quite indecisive as you can tell!"

Black will be co-driven by Jack Morton and is considering registering for BTRDA points.



M-Sport driver Breen took a rally victory on a spare weekend

NEW LOOK FOR BRITISH RALLY CHAMPIONSHIP FINAL

Contenders in the British Rally Championship will tackle 15 miles of closed-road asphalt stages ahead of 45 miles of gravel on the season finale, the Cambrian Rally.

In a new development for the North Wales event, a 7.5-mile closed-road stage will be run twice on Friday evening (October 28) before the traditional 45 miles of gravel stages on Saturday.

The new stage, believed to be in the hills around Betws-y-Coed, will add a new dimension to the rally for those competitors in the national status event. However the organisers have added a rider that if a minimum of 20 national entries is not reached the

Friday night stages may be removed. To date, the BRC entry has been less than 20 cars on each of the first four rounds.

The final round of the BTRDA and Welsh championships will run across Saturday's 45 miles of forest stages, which will include some sections of a former WRC Powerstage.

The event will be based in Llandudno, with new rally headquarters at the Venue Cymru conference centre and the service area at the Welsh Government offices in Llandudno Junction.

Clerk of the course Alyn Edwards said: "As organisers we never wish to offer the same challenges each year.



Competitors will enjoy a revamped Cambrian

We are always looking for something new and this year's route will offer all levels of competitor a different challenge. For the National Rally we have some night stages with 15 miles of

closed-road asphalt on Friday. This year feels very exciting with the changes we have made helping to raise the event's profile and put rallying in the public eye."

BREEN WINS IN CORK AS O'BRIEN CHASES HONE

Jordan Hone continues to lead the Motorsport Ireland National Forest Rally Championship but, for the third event in a row, Patrick O'Brien (Skoda Fabia R5) bagged top points on the recent Jim Walsh Memorial Cork Forest Rally.

O'Brien claimed maximum points on the event that was won by M-Sport driver Craig Breen on a free weekend from his WRC schedule, taking the ex-Marcus Gronholm Ford Focus WRC (belonging to his father Ray) to a 22.6-second victory. Breen was a late entry for the rally and took his friend John Boden as co-driver for a trip through the Cork forests for what he described as a therapeutic outing.

O'Brien made his intention of going for championship points clear from the start and didn't engage in a battle with

the non-registered Breen, who ran as first of the four-wheel-drive contenders.

Dusty conditions brought time gaps of two minutes to allow the dust to dissipate into the blue skies. Series leader Hone (Ford Fiesta R5) was troubled with a leaking turbo pipe, which was replaced before he went on to finish third overall and claim second-placed championship points. Cathan McCourt (Hyundai i20 R5), who lost time with a fuel pump issue, wasn't registered for points either with the next batch going to his brother Conor.

The series, based on the best five scores from seven events, concludes with the Bushwhacker Rally (September 17) and the Tour of Sperrins (October 22) with the consistent Hone still heading the standings by 10 points from O'Brien.

Photos: Paul and Ben Lawrence



Targa battlers to run on a 36-hour event

MAJOR NEW TARGA RALLY EVENT FOR NORTH WALES

North East Wales battle pencilled in for March next season

By Paul Lawrence

A major new Targa event will run in North Wales next March for both modern and historic cars.

Running for 36 hours on Friday and Saturday March 10-11, Rally Revival Cymru will be based in Mold and will take in a mix of special tests and regularity sections. It is said to be the first

time that regularity sections will be used on a Welsh event with modern cars.

The event will start at 1400hrs on Friday for a series of special tests and regularity sections in the lanes of North East Wales. Crews will then return to Mold for the overnight halt where the organisers plan to close off the main street for the cars to go on show.

After more tests and regularity

sections on Saturday, the finish will be back in Mold from around 1700hrs

Bryn Pierce, clerk of the course, said: "We're hugely excited to bring this new concept to Wales as it harks back to some of the real classics from days gone by. We hope crews enjoy it as much as we hope they will and that it becomes a firm fixture on the calendar."

"We intend to make it an intense

rally and a true big event for the clubman with cars that comply to Motorsport UK Historic Road Rally and Road Rally regulations.

"It is a combined historic and Targa rally but with a twist. While there will be the tests that crews have become used to on daylight Targa rallies, for the first time in Wales crews in both historic and modern cars will have regularity sections in between the tests."

TRACKROD: FULL ENTRY AND CASH FOR MARSHALS

The organisers of the Trackrod Rally Yorkshire have received an overwhelming response from competitors since entries for the September 23-24 rally opened.

In just over a week 176 entries were taken.

In a new development, a £5000 marshals' support fund has been established and will include 20 £100 cash prizes that will be drawn at random as part of a concerted effort to attract marshals and radio crews to the rally. Part of the fund is donated by competitors in their entry fees.

Once again, the Yorkshire event will be the only rally of the year to host the British Rally Championship, the British

Historic Rally Championship and the BTRDA Rally Series and contenders in all three championships have been quick to book their places. A reserve list has now been created and prospective competitors are urged to still enter as places are likely to become available in the run-up to the Filey-based rally.

Rod Parkin, Trackrod Rally Yorkshire clerk of the course said: "We've been very pleased with the response from competitors and it is shaping up to be a great event. Now we'd really like to hear from essential volunteer marshals and radio crews who come to help ensure a safe and successful rally."



The Trackrod Rally Yorkshire is already bulging at the seams

MINI CHAMPION TO UPGRADE CAR AND CATEGORY IN 2023

Newly crowned Mini Rally Challenge champion Mick Smith has announced he will not defend his title in 2023.

Instead, he will build a new car to contest the class for Type R53-based Mini Coopers that will be introduced next season. York-based Smith and co-driver Paul Stringer have dominated this year's Challenge, scoring six out of seven maximum points hauls and finishing every rally they have contested. The pair clinched the one-make championship at the recent Heroes Stages Rally at Weeton Barracks in Lancashire and, soon after, Smith announced his intention to move up to the

new category for more powerful machines.

He explained: "It's been a brilliant year in a friendly and competitive championship that, potentially, can become massively successful. The car has been fast and reliable all season. However, we are putting it up for sale to help fund the build of the new car."

Smith will miss out the remaining two rounds to prepare his current R50-specification machine before taking up the Mini Rally Challenge's prize of an all-expenses paid entry on the Chris Kelly Memorial Manx Rally on the Isle of Man at the end of September.



Smith will now step up to the new R53 division

ROAD RALLY ROUND-UP

THE PROCTERS STREAK AHEAD

The husband-and-wife team of Ali and Lynsey Procter took a second win of the year on the multi-venue Blue Streak Targa in Cumbria.

They won with a victory margin of a minute over Andy Beaumont and Andrew Fish but had a worrying day after damaging their Peugeot's radiator fan on the fifth of the event's 19 tests. In a slippery farmyard they slid into a concrete post. However, despite the very hot weather, they survived the day to take the win.

Some useful NESCR Challenge points were gathered by Andy Graham/Kat Sutton, who finished third. While Kevin Savage/Philip Savage, who were fourth, would have preferred wetter weather to make their small Ignis competitive.

Bob Hargreaves/Colin Fish might have been in the fight for a top place but had to stop to change a puncture on Test 4 and received a test maximum. They finished in seventh.

Saturday Night's JD Romain Novices Rally was won in emphatic style by Bryn Jones and Chris Cooper-Jones. They finished the event over two minutes ahead of second-placed Deio Hughes/Catrin Enlli-Jones.

Expert competitors were only allowed to enter if they were partnered by a beginner and this was the Mentor Class, which was won by Craig Jones and Matthew Percival in third place overall.

Ian Mills

Results

Blue Streak Targa and Historic Rally

Organiser: Spadeadam Motor Club

When: August 14 **Where:** North

Cumbria **Championships:** NESCR

Tests: 19 **Starters:** 34

1 Ali Procter/Lynsey Procter (Peugeot

205 GTi) 27m 52s; 2 Andy Beaumont/

Andrew Fish (Sunbeam Rapier H120)

+1m 00s; 3 Andy Graham/Kat Sutton

(Ford Fiesta ST); 4 Kevin Savage/Philip

Savage (Suzuki Ignis Sport); 5 Chris

Dodds/Peter Gibson (Proton Satria);

6 Richard Whittaker/Andrew Whittaker

(Peugeot 205); 7 Bob Hargreaves/Colin

Fish (BMW 318Ti); 8 Geoff Bateman/

Maggie Bateman (Peugeot 205 GTi);

9 Simon Jennings/Alan Edwards

(Peugeot 106); 10 Oly McCollum/

Patrick McCollum (Mazda MX-5).

Class winners: Procter/Procter;

Graham/Sutton.

JD Romain Novices Rally

Organiser: Rhyl & District Motor Club

When: August 13-14 **Where:** North

Wales **Championships:** None **Route:**

80 miles **Starters:** 46

1 Bryn Jones/Chris Cooper-Jones (Ford

Escort) 4m 19s; 2 Deio Hughes/Catrin

Enlli-Jones (Ford Fiesta) +2m 12s;

3 Craig Jones/Matthew Percival (MG

ZR); 4 Ken Rowlands/Tom Jones

(Subaru Impreza); 5 Elis Hardy/Sion

Rowlands (Mazda MX-5); 6 Sam Jones/

Sion Ellis Pierce Jones (Peugeot 205

GTi); 7 Lewis Rock/Rob Lloyd (Vauxhall

Corsa); 8 David Barrowclough/John

Barrowclough (Ford Escort); 9 Al

Gwilliam/Steven Owen (Subaru

Impreza); 10 Huw Evans/Carwyn

Roberts (Nissan Micra). **Class winners:**

Jones/Percival; Nathan Williams/Adam

Lee Williams (Ford Fiesta).



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SPORTING SCENE NEWS

BRISCA F2 ROUND-UP

Guinchard set out his stall with a victory



Guinchard is form driver

Just two weeks before the BRISCA Formula 2 World Final takes place at the same track, big race polesitter Charlie Guinchard lay down a marker with a win at King's Lynn.

After early leader Luke Woodhull was taken out by a backmarker, local driver Jack Issitt moved ahead, only to spin out soon after half-distance. That put Guinchard in front after he'd seen off Micky Brennan, who then enjoyed a scrap for second with Charley Tomblin.

With Guinchard heading for victory, heat winner Dave Polley joined the battle for second and demoted them both. Polley couldn't catch Guinchard though, and had to settle for second behind the young Hertfordshire racer. Brennan and new World of Shale champion Tomblin completed a top four who were all racing cars that Polley had built.

With some of the regulars competing overseas, there was a thin field at Cowdenbeath where Jason Blacklock raced to a heat-and-final double.

While St Day track championship leaders Steven Gilbert and Aaron Vaight took each other out, an otherwise quiet race in Cornwall was won by local man Dale Moon. After passing Julian Coombes for the lead mid-race, Moon took clear victory, while Coombes held off Matt Stoneman for second.

Mark Paulson

Results
Organiser: Trackstar **When:** August 20 **Where:** Adrian Flux Arena, King's Lynn **Starters:** 37.
1 Charlie Guinchard; 2 Dave Polley; 3 Micky Brennan; 4 Charley Tomblin; 5 Josh Rayner; 6 Andrew Palmer; 7 Ayrton Mills; 8 Jack Cave; 9 Daniel Vaughan; 10 Reece Cox.

Organiser: GMP Scotland **When:** August 20 **Where:** Cowdenbeath Raceway **Starters:** 11.
1 Jason Blacklock; 2 Stephen Forster; 3 Craig Wallace; 4 Mika Millar; 5 John Hogg; 6 Jason McDonald; 7 Paul Reid; 8 Graeme Leckie; 9 Peter Watt; 10 Gregor Turner.

Organiser: Autospeed **When:** August 21 **Where:** United Downs Raceway, St Day **Starters:** 20.
1 Dale Moon; 2 Julian Coombes; 3 Matt Stoneman; 4 Nathan Maidment; 5 Paul Rice; 6 Richard Andrews; 7 Tommy Farrell; 8 Leah Sealy; 9 Joe Marquand; 10 Charlie Lobb.

CHADWICK TO MAKE RALLYCROSS BOW AT PEMBREY THIS WEEKEND

W Series dominator to join the grid for RX150 buggy challenge in Wales

Photos: Extreme E, Hal Ridge, Ant Jenkins



W Series champ is trying rallycross

By Hal Ridge

Two-time W Series champion Jamie Chadwick will headline a number of star entries within the British Rallycross Championship 5 Nations Trophy roster this weekend at Pembrey.

Chadwick, who has experience of off-road racing in the Extreme E series, will compete in the RX150 Rallycross division for single-specification, single-seater buggies on her rallycross debut.

"I'm so excited to get my first taste of rallycross at Pembrey in the RX150 championship," said Chadwick, who currently leads the 2022 W Series standings driving for Jenner Racing. "It's something I've wanted to do for a long time so I'm very grateful to Pembrey for the opportunity. I'm looking forward to learning as much as possible and enjoying the experience."

Chadwick will be joined on the grid by six-time back-to-back British Truck

Racing champion Ryan Smith who, while accustomed to racing on the circuit racing layout at the Welsh venue, will be getting his first taste of mixed-surface action this weekend.

Smith claimed a brace of wins in the BTRC last weekend at Donington Park.

"Pembrey is one of my favourites tracks on the calendar to race at," said Smith. "I'm looking forward to getting behind the wheel of something that is very much out of my comfort zone. I'll be giving it my all and I'll look to put on a show for the fans."

Also competing in the RX150 division will be former British Rallycross Junior champion Tom Llewellyn, who most recently has been competing in rallying, while Barbados drivers Greg and Luke Cozier will race in the second day of the event, Greg Cozier having raced in the opening round of the BTRDA Clubmans Rallycross Championship this year.

APPEAL CHANGE FOR EXTREME E RESULTS

The results of the second Extreme E 2022 round have been amended, following an appeal process.

Automobile Club de Monaco (ACM), the governing body of Extreme E, reviewed an incident in the final of the Island X Prix in Sardinia last month, where Rosberg X Racing's Johan Kristoffersson and Acciona Sainz XE driver Carlos Sainz collided in a funnel section of the course. Sainz's Odyssey 21 E-SUV rolled over.

The first lap of the race was red flagged, and the RXR team was handed a 30-second penalty, but

still finished the event third, with Kristoffersson and team mate Mikaela Ahlin-Kottulinsky.

Having reviewed the incident, the ACM have moved the RXR pairing down to fifth, and last, in the final.

"This decision was made in order to ensure consistency with precedent ruling on similar cases," said a statement.

The decision promotes JBXE drivers Kevin Hansen and Hedda Hosaas onto the podium and the Acciona Sainz squad to fourth.

A statement released by the Nico Rosberg-owned

RXR team on its social media channels following the decision said: "To say that our team is disappointed to now be classified fifth in the final after this unfortunate (and in our mind unavoidable) racing incident is an understatement.

"While we respected the stewards' opinion back then, we hope for better circuit layouts from Extreme E in future to ensure the safety of all involved.

"When two cars are racing flat out and have to merge into a single lane, there are bound to be collisions. Such racing incidents should be avoided entirely."



Extreme E driver Kristoffersson was penalised after a clash

HEDSTROM AND IKONEN MAKE EUROPEAN RETURN

Having run cars in their respective teams for rising stars of rallycross in recent events, Swede Peter Hedstrom and Finn Mikko Ikonen will return to the European Rallycross Championship grid next week at Riga in Latvia.

Hedstroms Motorsport ran rising World Rally star Oliver Solberg to victory in the Swedish round of the series at Holjes last month, until being excluded for an underbody weight infringement post-race. With Hedstroms team-mate Anders Michalak choosing to sit out the Latvian round, team owner Peter Hedstrom will return to the European series.

"This was an excellent opportunity, everything was booked and ready, so it was just a matter of jumping in," said Hedstrom, who has previously finished on the podium in Riga and will race a Volkswagen Polo next week. "I have always been fast in Riga it's a track suits me well."

Ikonen meanwhile will drive the Hyundai i20 that his team has run so far this year in Nitro RX and Euro RX events for Jamaican driver Fraser McConnell. While McConnell won the Nitro RX European Supercar series, he made the final in the European series in Norway two weeks ago.

THOMAS BACK ON TRACK IN 5 NATIONS ATTACK



Thomas will return to the 5 Nations Rallycross competition

Welsh driver Roger Thomas will return to the British Rallycross Championship 5 Nations Trophy Supercar division for his home rounds of the series this weekend, having been missing from the series in recent rounds.

Thomas, who has previously finished on the podium at Pembrey, will race his M-Sport built Ford Fiesta, which was tested in preparation for the event last week. He will be joined on the grid by another returnee, Nathan Heathcote, who will race the Pat Doran-owned Citroen C4 in which

he made his Supercar debut in 2017.

Eighteen-year-old Patrick O'Donovan claimed a maiden top-flight win at Pembrey in May and currently leads the standings, chased by champions Julian Godfrey and Derek Tohill, while Tristan Ovenden remains in title contention, currently fourth in the points. Mitsubishi Evo driver Bradley Westgarth is also set to return, having missed the Irish double-header at Mondello Park for rounds five and six.

HISTORICS

DOWN THE WORKSHOP

1952 BRM V16 – CONTINUATION CAR

Recreator: Rick Hall



Hal will show off the BRM V16

It's been a big project

Rick Hall: “Every nut, bolt washer and split pin is original and its built to original drawings, so it's exactly the correct specification. We've done a few little modifications to the magnetos because they were a problem in the past. And we've altered the seal of the head to the block. There was no point building it with any problems they had in period! Everything we've done, you can change with an original car.”

He has driven it

“It's unbelievable to drive, especially the power. We've had it on the dyno and a lot of people claimed 600bhp in period and, to be honest, we didn't know whether that was correct. We know that the engine has got fantastic power and I've driven all the original cars that run and the power really comes in fierce at about 6000 to 7000rpm.”

There is plenty of power

“With CNC machining we could do the supercharger more accurately, and I think we actually saw 430bhp, which we didn't believe and we even got a guy to recalculate everything. It's somewhere up there and it definitely feels like a punch in the back and it just lights the wheels up. I was revving it to 10,000rpm in the demonstration runs I did at Shelsley Walsh.”

It should race at Goodwood

“My son Rob has been driving it and the plan is for him to race it at Goodwood. We've got some brake knock-off, which they had in period and we're trying to eliminate that. Once you've been through a few bends the pedal is long. Rob has done most of the driving and the first time I drove a new one was at Shelsley Walsh last month. It was a bit of an experience going up and not remembering which way it went, as I'd only been up the hill once before.”

He's BRM through and through

“BRM has been a passion for me since I started working there at the end of 1972. I left at the beginning of 1975 and then I went back again to do the Stanley BRM Rotary watch car. Then I left again and started my business 45 years ago with Rob Fowler and since 1997 with Rob as Hall and Hall.”

BELL TO HEADLINE THE GROUP C ICONS AT SILVERSTONE

Five-time Le Mans winner to roll back the years in Rothmans Porsche

Photos: Paul and Ben Lawrence

By Paul Lawrence

Derek Bell will lead a celebration of 40 years of Group C cars during two demonstration sessions at this weekend's Classic at Silverstone.

Five-time Le Mans winner Bell, 80, will be back behind the wheel of the final factory Rothmans Porsche 962; the car he shared with Hans Stuck at the start of the 1987 season.

Up to 12 Porsche 956s/962s will share the track on both Saturday and Sunday with four Group C Jaguars and two Saubers. Other drivers expected on-track include Alex Brundle in the 1987 World championship-winning Jaguar XJR8 his father Martin raced in period and Kenny Acheson, who will be back in a Sauber-Mercedes C9, similar to his 1989 car.

John Fitzpatrick will be



The 956 made its race debut in 1982

reunited with the recently restored 956 he shared with Derek Warwick to win the 1983 Brands Hatch 1000kms, while three early V12 Jaguar XJR6s will line up together.

Back in May 1982, Bell shared a Rothmans 956 with Jacky Ickx to take Group C victory in the

Silverstone six-hour race, the first race for Porsche's new racing sportscar.

“It's just amazing to think it was 40 years ago that Group C started at Silverstone,” said Bell. “It was the greatest era of sportscar racing and I was just so lucky to be around and available

at that time – those amazing cars are what made my career.

“I'm really looking to being back at the Classic driving the Rothmans 962 I last raced to a podium finish at a somewhat different Silverstone 35 years ago. It's going to be a wonderful celebration.”



Butler will field his Lotus Elan 26R

RACING VICAR TO FIELD NEWLY BOUGHT LOTUS

Anglican priest Simon Butler will field a newly acquired Lotus Elan 26R in the Pre '66 GT race at Silverstone this weekend.

The race is on Saturday, so he will back in his Hampshire church on Sunday.

Butler, 'the Racing Reverend', has been preparing the 1962 Elan since its acquisition from Germany last year and will share it with Martin Rich. “We've done a little bit of testing and, fingers crossed, it's going

to be reliable,” he prays.

His ambition is to race at Le Mans and he has been driving a Ligier LMP3 in selected rounds of the Michelin Le Mans Cup.

“My parishioners are very supportive and some come to watch me at races,” said Butler. “With their blessing – and lots of understanding from my Bishop – I've been fortunate enough to have fitted in quite a lot of racing alongside my ministry.”



Grant will tackle rallying events

Grant opts for enduro rallying in the future

Former Historic Formula 1 and Can-Am racer John Grant is looking to make a switch to endurance rallying after calling time on his racing career.

The chairman of the British Racing Drivers' Club recently tackled a HERO event in a Fiat 124 from the arrive-and-drive fleet as a taster.

“I'm facing a retirement from the BRDC in a couple of months' time, and my wife keeps saying what am I going to do when I grow up?,” said Grant. “So I thought it was time to try something a bit different. A bit of endurance rallying maybe later but so far in the HERO Challenge it's immensely enjoyable.”

RALLY LEGENDS TO TAKE OVER PRESCOTT FOR FIREWORKS

Rallye Prescott will return for a second running on Saturday November 5 when the Gloucestershire hillclimb venue will be turned over to rally cars. There will be two elements to the competition: a daylight session starting at midday and a darkness session running from 1700hrs to 1930hrs. a range of classes will suit all types and ages of rally car.



Durling drove a 500cc Cooper car

Hillclimber realises life-long F3 dream

Hillclimber Simon Durling has realised a long-held ambition to compete in a 1950s Cooper single-seater.

Durling grew up in Kent and watched 500cc F3 racing in the early years at Brands Hatch. Now, more than 60 years later, he has acquired the Cooper Mk11 owned for many years by the late Bryan Eccles.

The 500cc F3 chassis started

off as a race car but soon moved to the hills where it was fitted with the 1000cc Jap engine from Ken Wharton's 1951-54 British Hillclimb Championship-winning Cooper. That engine is still in the car.

“It hasn't done very much for 50 years,” said Durling. “It's goes very well and I'll only use it occasionally.”

IN BRIEF

Bumper Juniors

A stellar 60-car entry has been gathered for the pair of Formula Junior races at the Classic, Silverstone this weekend. In what is likely to be the strongest Junior grid of the season, overall victory in the pair of 20-minute races will be contested by a gaggle of potential winners including Cam Jackson, Jon Milicevic, Alex Ames, Tim de Silva, Horatio Fitz-Simon and British GT racer Michael O'Brien.

Harrold stays young

Former works British Leyland co-driver Stuart Harrold, best known for his partnership with fellow Forest of Dean resident Graham Elmore in a Triumph TR7 V8, celebrated 60 years of rallying recently. Harrold co-drove for Owen Jones on the Hatsford Targa Rally earlier in August in an MG ZR. The pair finished in 21st place overall.

Wrigley's F2 attack

Current Historic Formula 2 pacesetter Matt Wrigley heads a 35-car entry for a pair of races at Silverstone this weekend. Wrigley, in the ex-Rad Dougall March 782, will take on the similar cars of Andy Smith and Matthew Watts. Backing up Watts in a second car from the Retro Track and Air team will be Ben Mitchell, who will take over the Martin Mk19/22 raced by Watts at Oulton Park last month.

New award

A heritage motorsport apprenticeship award has been created in memory of the late Simon Diffey, who died in a road accident in May. The objective of the award is to continue in perpetuity, a legacy of Simon's ethos in recognising and encouraging the next generation of heritage engineers through opportunity. A judging panel will select the recipient of financial support and a package of opportunities in the sport.

Blenheim action

Live action on the drive of Blenheim Palace will be a feature of the annual Salon Prive event on Sunday September 4. Cars from the Ralli 22 organisation will take part in demonstration runs on the short course at the Oxfordshire stately home, once used as special stage on the RAC Rally. Notable cars include an ex-Roger Clark Escort Mk1 twin-cam and an ex-Tony Pond Metro 6R4.

Bo'ness revived

The revival hillclimb at the Bo'ness venue in Scotland will run over the weekend of September 10-11. The hill opened officially in 1934 and hosted the first round of the British Hillclimb Championship in 1947. It closed in 1966 but has since been revived with an annual event for classic cars and is now being organised Bo'ness Sporting Automobile Club.

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MOTUL

PREVIEW: THE CLASSIC, SILVERSTONE

A CLASSIC AFFAIR

*It's time for the big one: the Classic at Silverstone is the biggest historic racing festival of the season. **Paul Lawrence** previews the event*

The date may be different to its former end-of-July slot, but the Classic at Silverstone remains the biggest historic racing festival of the season.

With a move to the Friday, Saturday and Sunday of the August Bank Holiday weekend, there is a fresh feel about the Classic. What has not changed is a weekend of wall-to-wall historic racing, backed up by a vast array of classic cars, demonstrations, parades, club gatherings and live music to make this far more than just another race meeting.

The whole of the huge Silverstone site is given over to the Classic. Such is the scale of the entry for the weekend that both the international and national paddocks will be full to the brim with a fantastic array of cars spanning almost a century of motor racing history.

For the casual visitor, there is so much more than just racing to experience but at the heart of the Classic is a full day of qualifying on Friday, followed by two mammoth days of racing on Saturday and Sunday. With 20 races from 14 different grids running from 0900hrs to 1900hrs each day, it truly is a vast event by any measure.

Many old favourite races are back for another run on the full Silverstone Grand Prix circuit and, despite the general downturn in entries for many historic race series this season, the Classic remains a bumper event with most grids being full, very full, or at least very representative as many of the leading historic race categories from the UK feature on the bill.

An absolute standout is Saturday afternoon's International Trophy for Pre '66 GT cars which, by another name, is Masters Gentleman Drivers. Almost 70 entries were taken for the 58 available grid places for the 50-minute contest and a star-studded line-up will do battle in Jaguar E-types, AC Cobras, Cobra Daytonas, TVR Griffiths, Lotus Elans and much more.

The slippery Cobra Daytona recreations will be incredibly hard to beat around Silverstone GP and the combined talents of Julian



Pushing hard for victory



The Pre '66 GT field will be the star turn



Kriton Lendoudis' 90X will be a Masters head-turner

Thomas and Calum Lockie mark them out as pre-event favourites. The Jordan team will field Daytonas for Roy Alderslade and Paddy Shovlin, while standard Cobras abound, notably in the hands of Greg Audi and the David Methley/Andy Wolfe combo.

The TVR onslaught is topped by regulars Mike Whitaker and John Spiers while the quickest of the E-types come from father-and-son Graeme and James Dodd, James Cottingham/Harvey Stanley and Andy Newall, who will share the car of Rhea Sautter. For giant-killers, look out for Nick Padmore and Andrew Haddon in Lotus Elans.

The Pre '66 GT race is just one in a bumper line-up of packed grids. The HGPCA is having a wonderful season with its field of

Pre '66 Pre Grand Prix cars and a stunning 55-car entry includes Andy Middlehurst in the Lotus 25 that Jim Clark used to win the British Grand Prix at Silverstone 59 years ago.

Other contenders are headed by Will Nuthall in his very rapid Cooper T53, Mark Shaw in his Lotus 21, hopefully now refuelled after its bump at Monaco, and Sam Wilson in his 1500cc Lotus 22, which will be a bit out of breath at Silverstone. Charlie Martin was a star at Oulton Park and he's back in his Cooper T53, joined by the similar car of Mark Gillies in a fabulous field for two 20-minute races.

Bringing the story far more up to date is Masters Endurance Legends with two sprint races covering Le Mans cars from as



Formula 1 engines will echo around the track

recently as 2017. A stunning pack of modern sports prototypes will include a pair of Peugeot 90Xs for Kriton Lendoudis and Steve Tandy as well as cars from Pescarolo, Courage, Lola and Ligier, along with GT cars from Mosler, Ferrari, Porsche and BMW.

For tin-top fans, there are two standouts. The Historic Touring Car Challenge pits the Nissan Skylines against seven Sierra RS500s while closing the weekend will be the Pre '66 Touring Car contest. The star-studded line-up features Alexander Sims, Steve Soper, Andy Priaulx and Guy Smith, ensuring it will be a barn-storming way to bring the curtain down on the 2022 Classic. ■

Photos: Paul Lawrence

NOT ONLY RACING...

Two spectacular demonstration groups will make a fabulous sight and sound as Group C cars and 1990s Formula 1 cars from the Ignition GP movement are put through their paces.

The Group C cars will run on both Saturday and Sunday (see page 13) to mark the 40th anniversary of the birth of Group C. Meanwhile up to 10 F1 cars from the 1990s will run each day of the weekend to deliver a mighty spectacle. The quicker F1 cars should include a McLaren MP4/7 in the capable hands of Matt Wrigley and the Minardi M194 of leading Historic F1 racer Mike Cantillon. The noise of the V10 and V12 engines will be sensational.

One of the weekend's big attractions will be a unique display of the seven cars that have taken Lewis Hamilton to his World championship crowns. This unprecedented display will be staged just beyond the main vehicle bridge on the left of the road towards the national paddock.

WALL-TO-WALL ACTION

The weekend timetable is packed, with 10 hours of on-track action on each of the three days. The morning sessions and races are based in the national paddock while the afternoon sessions and races are based in the international paddock.

Friday August 26: 14 qualifying sessions from 0900hrs to 1900hrs

Saturday August 27: 10 races from 0900hrs to 1900hrs

Sunday August 28: 10 races from 0900hrs to 1900hrs

After the end of the on-track activity each day, there will be live music starting at 1915hrs on the main stage near Brooklands Corner. Headline acts include Rick Astley, Dodgy and Bjorn Again.

Admission is by advance ticket only and tickets can be purchased via the Silverstone website at silverstone.co.uk/events/the-classic.



The packed grid of Formula Junior racers will be a hit

WRC REPORT: YPRES RALLY BELGIUM



Tanak made sure he made it to the finish



A penalty thwarted Evans' hopes

RESULTS			
World Rally Championship round 9/13			
Event: Ypres Rally Belgium Where: Ypres When: August 18-21			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Ott Tanak/Martin Jarveoja	Hyundai i20 N Rally1	2h25m38.9s
2	Elfyn Evans/Scott Martin	Toyota GR Yaris Rally1	+5.0s
3	Esapekka Lappi/Janne Ferm	Toyota GR Yaris Rally1	+1m41.6s
4	Oliver Solberg/Elliott Edmondson	Hyundai i20 N Rally1	+3m28.5s
5	Takamoto Katsuta/Aaron Johnston	Toyota GR Yaris Rally1	+6m06.1s
6	Stephane Lefebvre/Andy Malfoy	Citroen C3 Rally2	+10m00.7s
7	Andreas Mikkelsen/Torstein Eriksen	Skoda Fabia Rally2 Evo	+10m03.8s
8	Yohan Rossel/Valentin Sarreaud	Citroen C3 Rally2	+10m54.8s
9	Chris Ingram/Craig Drew	Skoda Fabia Rally2 Evo	+11m20.8s
10	Nikolay Gryazin/Konstantin Aleksandrov	Skoda Fabia Rally2 Evo	+11m26.8s

WRC2 Open: Lefebvre/Malfoy WRC2 Junior: Ingram/Drew WRC2 Masters: Armin Kremer/Timo Gottschalk (Skoda Fabia Rally2) WRC3: Jan Cerny/Tom Woodburn Championship positions: 1 Rovanpera 203; 2 Tanak 131; 3 Evans 116; 4 Neuville 106; 5 Katsuta 92; 6 Breen 64, etc



Tanak (r) and Jarveola celebrated a second victory on the bounce

The World Rally Championship made its second visit to Flanders for that mainstay of European asphalt competition, the Ypres Rally. It delivered an event of two halves – the first being when local hero Thierry Neuville teed himself up to take back-to-back wins on the event and the second being what happened after he crashed out. In the end, the only driver in the back-to-back wins business was Neuville's Hyundai team-mate Ott Tanak, whose triumph in Belgium swiftly followed his victory in Finland a fortnight earlier. The Ypres weekend began with fitting tributes being paid to the memory of the fallen soldiers of the Great War, more than a million of whom lie there still. The names of the rally stages – Langemark, Dikkebus, Hollebeke, Wijtshate, Kemmelberg – mark the scenes of unprecedented carnage from a century ago. It certainly puts a degree of perspective

onto the trials and tribulations suffered among the WRC teams where perspective, in some cases, will be sorely needed. Ypres could have been the scene of Kalle Rovanpera's coronation as the WRC youngest title winner – although it was a long shot. The title could only be won if Toyota's protege could record his sixth win of the season and if Hyundai had a nightmare. Neither of these outcomes would have been particularly out of character and Kalle got the ball rolling with a dominant win on the opening stage of the event. But then on SS2 the young Finn made a hash of his turn-in to one of the many 90-degree bends that typify Belgian stages. It was an uncharacteristic error with an entirely characteristic result: throwing the Finn's Yaris a fraction wide on the exit where a large and unyielding ditch awaited him. It was a violent impact and his car was considerably altered in the roll that followed (but fortunately both the driver and co-driver Jonne Halttunen emerged unscathed). The title celebrations were delayed but Toyota's mechanics managed to turn the wreckage back into a gleaming rally car by dawn the next morning. It's not known whether Rovanpera names his cars, in the manner of Sebastian Vettel, but if he does then 'Christine' would be a strong contender, in honour of Steven King's fictional car with the capacity to regenerate overnight. With Rovanpera out of the running, it was Elfyn Evans who picked up the cudgels for Toyota. The Welshman is a demon asphalt driver and he set about the stages with vigour. Having assumed the lead on SS2, Evans proceeded to make incremental gains over the pursuing Hyundai of Tanak until the penultimate stage of the day – when Neuville lit the blue touchpaper and his countrymen roared their approval. The Belgian had survived a spin on the opening stage and spent much of the first day complaining that he was not comfortable with the car's handling. "I am fighting with the car at the moment and compared to last year it's not enjoyable. I have a lot of diff openings and

the wheels are locking under braking – you cannot judge where to brake," he said. This is not what anyone wants in Ypres, least of all the man that everyone has come to see. Through a mix of tinkering and bloody-mindedness, however, he pushed himself to the front of the field and stayed there to the end of the first day. At the start of the second day, however, Tanak edged back past his team-mate to take the lead. It would take two stages for Neuville to reassert himself and then on SS12 and SS13 he found more than 18 seconds – but it was edge-of-the-seat stuff in every corner. A very scruffy SS14 for Neuville meant Tanak reclaimed 2.3s and then on SS15 the huge home crowd suffered the unthinkable: their man crashed out. This put Tanak back in front of Evans by a slender 6.3s. After the next stage it had stretched to 8.2s. Behind the top two, life was rather more spaced out. Indeed, third-placed Esapekka Lappi was more than a minute adrift of Evans, declaring a lack of confidence in the road conditions on Friday and then being among the many who anticipated rain on Saturday morning which never quite materialised. "We are leading the class with the wrong tyres," he joked. An uneventful plod through the remainder of the rally was enough to secure a third place that the Finn has long needed, having so far perhaps given his team a few sleepless nights over his position in the squad. The WRC is a warmer place for his presence. Something similar can also be said for Craig Breen, the M-Sport team leader – both in terms of the warmth he brings to the sport and the undoubted angst that his form is currently causing his team. One way or another, Ypres has to be the nadir on that front.



Lappi was consistent for third



An early accident for Craig Breen just added to his woes. It was a poor weekend for the M-Sport crew



This is a rally that Breen has won previously, when he was among the biggest fish in the European Rally Championship pond.

When the combination of Covid and government apathy killed Rally GB in 2021, Ypres was drafted onto the WRC calendar and Breen shone in his role as part-time number three at Hyundai, winning four stages and finishing second to Neuville.

So buoyed was the Irishman last year that he even muttered darkly about ‘playing the team game’ and not showing what he could really do in Ypres with the shackles removed. This was what M-Sport wanted to see when it signed him to lead its squad in 2022 and 2023 – but not exactly what Breen delivered.

After nine stages he was in fifth place overall but almost a minute behind the leader Neuville.

A spin on the opening stage of the rally didn’t help, but Neuville did that too. He complained about how the car was feeling – so did Neuville. His team picked wet tyres when the road remained obstinately dry – he was not alone in that.

The Ford Puma is a winning car on asphalt, as it proved in Monte Carlo to make history as the first Rally1 car to win a WRC event. The problem – for Breen and for M-Sport – is that it was driven to victory by Sebastien Loeb: a man who retired from full-time competition almost a decade ago.

Moreover, Loeb arrived in Monaco with minimal testing, a primary school teacher in the co-driver’s seat and having just completed the Dakar. Yes, he remains arguably the most gifted rally driver of all time, but there’s no time like seat time.

In the end, Breen fell into a ditch at high speed and went out of the rally. He was not alone in that – as both Rovanpera and Neuville could attest – but in truth his performance up to that point was no less concerning.

Not that Breen’s team-mates covered themselves with glory either. Gus Greensmith has become something of a banker for M-Sport this year, grinding out results when his illustrious team-mates falter.

That sort of form didn’t continue in Belgium, where the Mancunian declared

himself ill at ease with his car’s handling as he drifted by more than a minute, knocking the rear out of line while attempting to arrest his fall and then plodding to the finish in a distant 19th overall.

Adrien Fourmaux meanwhile kept himself to himself and ended up in fifth place on the final morning, a steady 10s gap being held to Oliver Solberg’s Hyundai in fourth and with almost two minutes in hand over Takamoto Katsuta in the extra Toyota.

Then he crashed. Again. M-Sport’s ‘rallius horribilis’ was complete and only five WRC cars in total made it to the finish unscathed.

Rovanpera took maximum Powerstage points with Neuville third and Tanak only fourth, blunting his gains a little. The Estonian has vaulted up to replace Neuville as Rovanpera’s mathematical challenger, although with fully three rallies in hand it is best to be realistic.

“There is so much we can improve and we could still be a lot stronger, so there is still some work to do,” said the winner. As did many others, no doubt.

Photos: mcklein-imagedatabase.com, Red Bull Content Pool

BRITON INGRAM TURNS HEADS ON WRC2 RETURN

Chris Ingram made a big impact on his return to WRC2 duty, leading outright after winning the opening stage before he settled for top spot in the final Junior category ranking.

The 28-year-old Brit hadn’t rallied at World level since his run to 11th overall in Sardinia at the start of June, but he was quickly into his stride with the fastest time of all the Rally2 runners on the new Vleteren stage.

Sadly his choice of hard compound covers would prove his undoing when it rained as the rally route took crews across the border into a France for a few kilometres with a time-consuming spin into a field not helping Ingram’s prospects.

Although the moment – and tyre choice – meant he lost touch with the leading trio, he held off Jari Huttunen for fifth for a time, regained the spot when Huttunen was forced out with an engine

glitch on his Fiesta, before he set about catching and passing Gregoire Munster for fourth, a place he would keep to the finish.

“I was a bit unlucky, but we’ve set some great pace and to get the Junior win is mega,” said Ingram, who was making his fifth start alongside co-driver Craig Drew. “The last time I did this rally was the last crash I ever had six years ago. That scared me and I have not crashed a car since on a rally, but it was very tough getting through on the final day.”

Stephane Lefebvre took the overall WRC2 win, despite picking up 15 seconds of penalties for shortcuts. Andreas Mikkelsen’s Toksport team had hoped protests lodged would lead to harsher sanction, but victory went to the Frenchman by 3.1s, as Yohan Rossel completed the podium.

Josh McErlean went off on SS6 from ninth, Neil Simpson was 14th.



Ingram was undone when the rain came and thwarted him

VERSTAPPEN LOVES STAGES

Jos Verstappen is seemingly on course for a future in rallying after his fifth start coincided with his World championship debut, and an impressive one at that.

As a non-priority driver, Verstappen competed under the radar as far as the WRC2 times were concerned but very much in the spotlight of the fans, all eager to get a glimpse of Max Verstappen’s dad adapting to rallying following a career spent circuit racing.

Now 50, Verstappen ran as high as 13th among the Rally2 contenders until a trip into a ditch on SS13 forced the Dutchman to return on Sunday

under restart rules.

Asked about the challenge of changing disciplines, Verstappen, who was driving a Citroen C3 Rally2 for DG Sport, said: “In single-seaters you are with yourself, and you are driving in circles. Rally is a lot different. You have to listen as you don’t know what is coming. In the beginning it was difficult as I had to concentrate too much on the driving. Now I can relax a little more and listen to the co-driver or try to listen to the co-driver as much as possible.

“If we continue to enjoy doing rallies I will probably do more.”



Verstappen loved his debut in the World Rally Championship

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The tin-top battler and British GT champ tackles the readers' questions p20

Heartbreak for the Ferrari man as he crashes out of French Grand Prix

LECLERC: I MUST STAMP OUT UNFORCED ERRORS

By Matt James

Ferrari star Charles Leclerc has promised to eradicate mistakes from his driving after crashing out of the lead of the French Grand Prix last weekend, which handed the victory to Red Bull rival Max Verstappen. Leclerc led from pole but slid wide at Turn 11 on lap 18 to hand the glory to Verstappen. The Monaco-based driver was left heartbroken. "I keep doing those mistakes then it is pointless to be performing at a very high level," he said. "I will try and get better but this is not good." Team principal Mattia Binotto backed his driver after the error. He said: "In a week's time we have Hungary, important to turn the page and look forward. It will be hot and again about tyre management and overheating. So there is plenty of reason to smile so our objective should not be winning but a 1-2." Verstappen's victory means that the World champion now has a 63-point buffer at the head of the points table.

French GP report, page 4

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MN POLL WITH MOTUL



THE FLIERS FROM FORD: PICKING OUT THE VERY BEST

We are on the hunt for the ultimate car from the Blue Oval stable. By **Matt James**

Photos: Motorsport Images, mcklien-imagedatabase.com

Motorsport News is trying to unearth your favourite competition car from the Blue Oval.

For the purposes of this Motul-supported poll, we included works or semi-works efforts from the firm itself, rather than just Ford-motivated cars. And, even then, narrowing down the shortlist was not the work of a moment.

MN editor Matt James said: “There hasn’t been a period where Ford has not been involved in motorsport in recent generations, and so picking out our 10 favourites is hard. Of course, with cars like the Ford Escort Mk2 and the Ford Focus WRC machines, there are so many iterations of the model that we have had to be quite specific in our choices.”

The details of how to vote are in the panel net to this article. The results will be in the last issue of August, so make your voice heard.

THE NOMINEES

1 Ford Lotus Cortina

Ford’s competition boss Walter Hayes approached Lotus about putting a Lotus-derived Ford powerplant in a special version of its Cortina and a legend was born. Colin Chapman’s firm breathed on the handling and layout of the four-door saloon and it swept all before it.

Jack Sears used the car in 1963, after starting the campaign in an imported Ford Galaxie NASCAR and a Cortina until the new saloon came along late in the year. He used it to help him to the title. The following season, Formula 1 champion Jim Clark immortalised the car with his BSCC title victory.



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote



2 Ford GT40

The legend of the GT40 is so strong that there have even been Hollywood films made about it. Enzo Ferrari’s snub to the Blue Oval set a chain of events in motion that culminated in the GT40. The seven-litre Mk2 version of the car

claimed Le Mans in 1966 with Chris Amon and Bruce McLaren at the wheel and then again in 1967 with Dan Gurney and AJ Foyt at the controls. John Wyer’s team added another two wins in 1968 and 1969 with the 4.9-litre Mk1 version. The legend was set in stone.



3 Ford Escort RS1800

While the Escort had been a mainstay of rallying since the model’s introduction, the RS1800 was perhaps the ultimate iteration of the car and took it to World Rally Championship glory in 1981, just on the cusp of the onslaught from four-wheel drive and Group B changing the face of the WRC for half a decade.

The R1800 was designed with mixed-surface sport in mind and it was homologated with its aluminium block engine in April 1977. With legends such as Hannu Mikkola and Bjorn Waldegard behind the wheel, it was an instant success.

4 Ford Sierra RS500

It wasn’t until 1987 that the much-vaunted Ford Sierra RS Cosworth first appeared on the tracks in the hands of Andy Rouse. The ace engineer had run an XR4Ti for 1985 and 1986 as a mobile test bed for what was to come – the competition-focused RS Cosworth. Now used to turbo tech

and how to get the most out of the Blue Oval’s flagship, Rouse was at the forefront. The RS500 came on stream in late 1987 and it was a huge hit. With victories in Germany and in the World championship, the British scene was a hotbed for the RS500 – mainly thanks to the customer cars sold by Andy Rouse Engineering.



5 Ford Mondeo Super Tourer

Prodrive got its hands on the Ford BTCC project for 1999 and had a single aim: to claim the title.

With budget concerns parked, the multi-million pound effort created the new V6-powered two-litre Mondeo, which was the car Ford had been crying out for all along. In 2000, Rickard Rydell was added to the driving strength and the Mondeo was unstoppable. Six wins took Alain Menu to the crown, which he had fought hard with Anthony Reid to land. A rule change meant the engines went quiet in 2001, but it had been a truly spectacular effort with a sweet soundtrack.



6 Ford Fiesta WRC (2017-2018)

The 2017 M-Sport Ford Fiesta was a winner right from the get-go. While many people might point to the employment of title dominator Sebastien Ogier as one of the key factors behind its success, that is to downplay the achievements of the Cockermouth team. The brand-new hatchback, built with tacit support from Ford, was a winner right from the opening round of the season when the French driver on the Monte Carlo Rally took the first of what would be five wins in the campaign. As well as gifting Ogier the drivers’ crown, the success allowed M-Sport to land its first title since 2007. The tweaked version for 2018 was another title winner in Ogier’s hands.

7 Ford F3L

When the rulemakers pushed Ford out of its factory-run GT40 programme, Alan Mann Racing picked up the slack with the Ford F3L – also known as the P68 – for the 1969 season. The car was designed by Len Bailey and much of the cash came from Ford Europe, which is why it makes this list as a ‘works’ car. It first appeared in 1967. There were moves to make a P69, an open-topped version of the car, but Jack Brabham refused to drive the car, the only one that was ever made, due to its wayward handling. The project was gently retired.



8 Ford Focus WRC (1999-2002)

There is perhaps no more evocative sight than a Martini-coloured, M-Sport-built, Ford Focus being driven by Colin McRae. The Scot had stepped away from his traditional home at Subaru and joined Malcolm Wilson’s team in his quest for a second World title. It

brought him agonisingly close in 2001 when he lost out by two points following a crash in the final event, Wales Rally GB. Such was McRae’s affinity with the car that there was only one other driver who claimed wins in it, with Carlos Sainz taking a brace in 2000 and 2002.



9 Ford RS200

Formula 1 designer Tony Southgate was responsible for some penning of the superb RS200, which was Ford’s answer to the Group B monsters of the time.

When Gp B was abolished at the end of the season, all the efforts were in vain. Kalle Grondel’s third place on Rally Sweden in 1986 remains its highlight. Rallycross became a welcome home for the model after that, and Martin Schanche was among the most prolific exponents of the Blue Oval’s most powerful weapon.



10 Zakspeed Ford Capri

This is one of the most outlandish Fords ever built and must have adorned the walls of 100s of motor racing fans of the late 1970s.

Built by Ford’s official team in Germany, Zakspeed, the machine, the Mk3 version of the coupe, was built for the Deutsche Rennsport Meisterschaft (DRM) in 1978. The machine, which was powered by a 1.8-litre turbo engine, was really a spaceframed racer rather than being based on its road-going cousin. It contested the DRM from 1978 through to 1981 and allowed Klaus Ludwig to claim the national spoils in that final season.

FEATURE

FRANK BRADLEY

FORMULA FORD WAS PURE WARFARE

The racer and former Swift Cars boss tackles the readers' questions. By **Matt James**



Frank the fish:
Frank Bradley

Back in the 1980s, it was always obvious when Frank Bradley was in the paddock. One of his gorgeous road cars would be parked next to a race transporter, and it was clear that here was a man who was enjoying his life.

Frank 'the fish', as he was known, had made his money by trading in seafood. Despite that business going at 100mph and expanding all the time, Bradley wanted to travel at breakneck speeds himself and he was a regular in Formula Ford 2000. He famously beat the up-and-coming Ayrton Senna in an FF2000 race at Snetterton in 1982.

From there, he went on to bring Swift racing cars to the UK after a disagreement with Van Diemen's Ralph Firman. The modest car constructor would go on to multiple wins in the category and its products are still being used today, although the firm is under new ownership.

Bradley hasn't slowed down even yet, but he took time out of his busy schedule to tackle the MN readers' questions, and we are grateful for it. His story is a real roller coaster.

Question: What prompted you to start racing? You began in the 1960s, didn't you?

Abi Crowther

Via email

Frank Bradley: "I went to do a high-performance driving course for the public road. It was run by the British School of Motoring. The guy who was in charge of it was called John Lyons, and he also worked at the Jim Russell Racing Drivers' School.

"At the time, I was driving a Jaguar E-type on the road. I was 25 years old. I completed the course, which was great: we were driving these Ferraris all around these roads in London.

"After I had done the course, I happened to mention to John that I would love to race at some point. But I explained that I just didn't have the time because I was so busy working at the weekends. I was doing crazy hours.

"I did three years in a fruit wholesaler when I left school and when I was 19, dad said that I needed to go and work in the family business [selling seafood products including, notably, jellied eels]. I said I didn't want to work for him because I didn't like killing things. But he persuaded me in the end, and I went to join up with him.

"Dad started with a little barrow outside a pub, the Hare and Hounds in Sunbury.

Photos: Matt James, Paul Lawrence, Mike Dixon, Frank Bradley



Bradley (2) battles hard in his Van Diemen in 1977

Then he started to do cooked eels and because we were outside London, people started to come to us rather than go to the East End because it was more convenient. Trade built up and he had a really good business. I always put jellied eels and the business before racing cars in my list of priorities, which is why I came to [motorsport] late.

“After I had done the advanced driving course, Lyons suggested I went to the Jim Russell school. I said I couldn’t, because there was no way I could get the weekends off. He explained that I could go to the race school during the week.

“I went there and did the basic course at Snetterton. On my first race, I put it on pole position but I spun at Riches and, in those days, that meant you got banned from the rest of the activities. It turned out that they hadn’t put the petrol cap on properly and all the fuel was spilling out onto my tyres.

“I was called up to the officials and I was telling them that it wasn’t my fault. I didn’t know what had happened, but I was pleading my innocence. They said ‘they all say that...’

“Luckily, the mechanic had the bottle to own up and admit it was his mistake. For him it was bad and he could have

denied responsibility, but he did take the blame and my racing career was saved in that moment! They let me have another go. I did another five races for Jim Russell and I had pole position every time and I won every race. But that was the start of the drug. But because I couldn’t have time off or anything like that, I had to keep it secret from my dad.

“I ended up buying a car from Jim Russell’s, an old school car, which was a 1969 Merlyn Mk17. It was a proper donkey. The only good thing about that was that through buying that car, I met Ken Thorogood. He agreed to look after the car for me. I did two or three races and I crashed, another couple of races and I crashed again. I asked Ken why I was crashing all the time, and he told me I had to track the cars up and do all sorts. I was so naive: I thought it was like a road car – you should be able to just get in and drive!

“At the same time, I had become friendly with Tiff Needell, who was starting his racing career too. He introduced me to the people at [racing car constructor] Elden. He had raced for them the year before. In 1973, I went to Elden and asked them how much to run a car for the season. They quoted me a price, but then the oil crisis came along. In 1972, they had sold 103 cars. In 1973, they sold three, of which one was mine and the other one was for Tiff. They were literally going down the pan. What [team guru] Brian Hampsheir did in the end was give me the company. That’s how I ended up owning Elden. But I definitely didn’t need a race car company and my fish business at the same time... it was pretty chaotic. Elden was based in Wrotham, next to Nick Whiting’s company.

“I was there for about three years and it was a bonkers time, because that is when Formula Ford 2000 started [in 1975]. I went into that category and Tiff, luckily,

continued on page 22



The slicks-and-wings racer said that the 1981 Reynard Formula Ford 2000 car was a tricky one to master

“I asked Elden for a drive, and ended up owning it”

Frank Bradley

FEATURE

got out of the Elden which wasn't a terribly good car and got into a Crossle. I stayed in the Elden and it was a nightmare few years."

MN: So, hang on, from not wanting a race car company you went on to build new models and cars for new formulas?

FB: "Well I did. If I ever write a book, and there are no plans at the moment, it will be called 'No Means Yes'. If people tell me I can't do something, then that to me means I can. I will find a way. The only thing that doesn't always work for is ladies..."

"I was tickling along with Elden and it was getting crazy. John Webb, the boss of Brands Hatch who I had always got along with well, got in touch and told me he would like me to run Ann Moore, the Olympic medal-winning showjumper. He wanted her in a second FF2000 car alongside me. It was great. After two races, Ann quit and they put Divina Galica in the car. That was all OK, lovely, and she wasn't a bad driver actually. Webby started saying that my car was better than hers, and I explained that they were the same. Because they were paying the money, I told Webby that any meeting she wanted my car, she could have it.

"This particular meeting at Silverstone, I had worked on the Saturday until 1030hrs, I drove to the track and got there at 1215hrs. Practice started at 1230hrs. I got to the garage and found that Divina was in my car. Fair enough. But the pedals were all wrong for me. I went out of the pitlane and joined the track behind Tiff. Not being cocky, but I knew I was as quick as him so I decided I would stay with him. What I hadn't factored in was that Tiff was on warm tyres..."

"We came to Copse and I turned in behind Tiff, and that was it for me. I headed for a massive accident. In those days, you had catch-fencing. There were four posts, and I hit the first one so hard it pinged the fourth one out of the ground and it hit me full in the front of the helmet. I had 28 stitches, black eyes, the lot. I smashed myself up good..."

"I released myself from hospital because I had to get back on the Saturday night to open up the fish shop. When I got back, my dad – who was a very angry man – said 'how much has that cost you then? Oh yes, and while you have been away the fridge has gone wrong...' He didn't even ask if I was OK..."

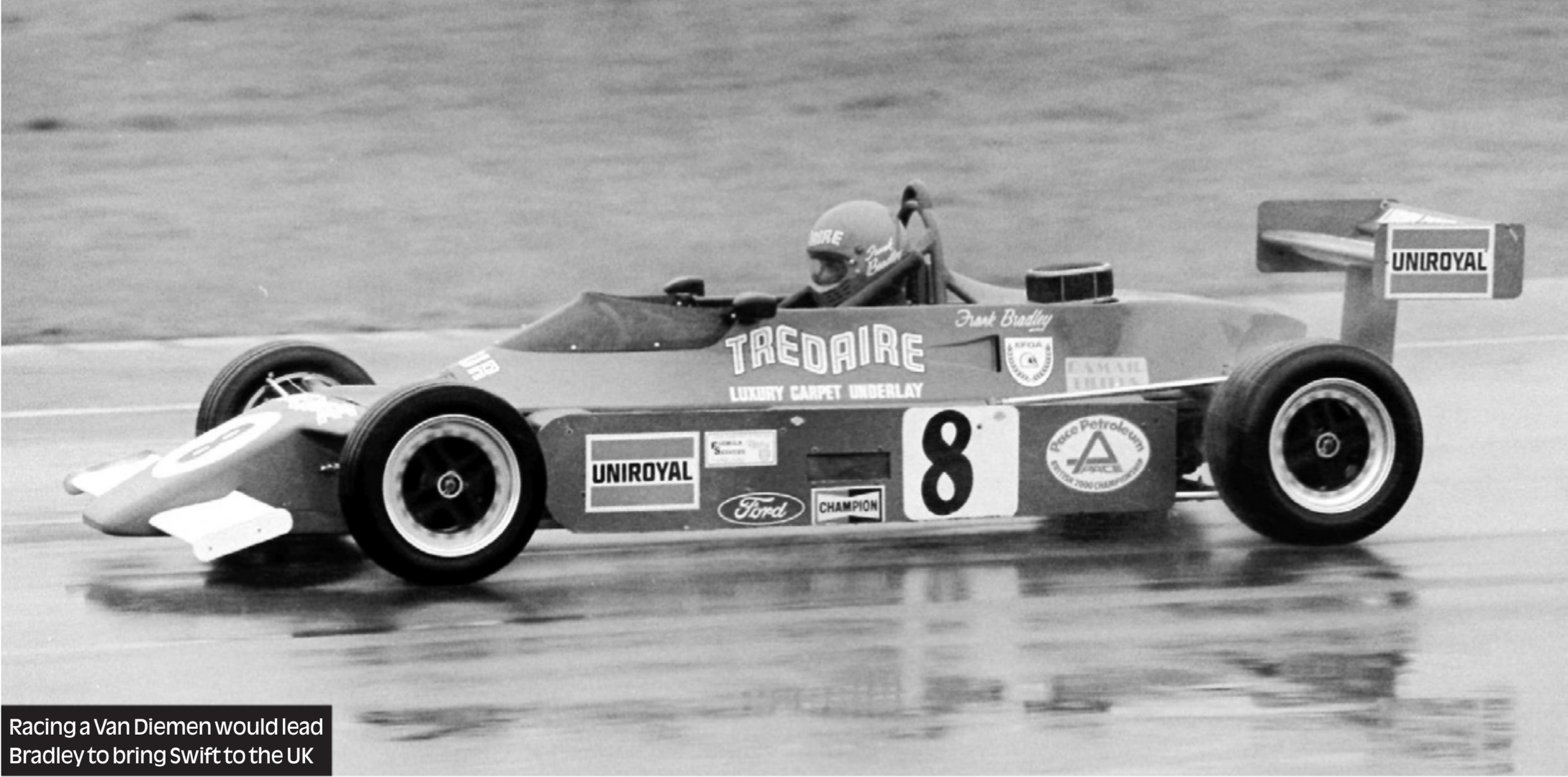
"That really spurred me on to go racing. I never put it first, because earning money was always the priority, but I knew that racing was important to me."

Question: *There is a story about you and sponsorship from condom company Durex. Explain please...*

Oliver White

Via email

FB: "When we were at Elden in Formula Ford in 1974, Tiff had a pink car. I said to him that he *had* to phone Durex and see if



Racing a Van Diemen would lead Bradley to bring Swift to the UK

there was a deal to be done. He said he didn't want to phone them. I told him he had to because he was the one with the posh voice.

"In the end, I phoned them. I told them we were going to get them on television. I told them it was free. Eventually, after a lot of to-ing and fro-ing on the blower, I got to speak to the right person.

"They said 'OK, come and see us'. Tiff and I went up to see them. I had a nice folder, a presentation of what we wanted to do. Tiff, bless him, had done no homework at all. I told them that we would do the last race at Thruxton, which was the one they always televised live on the BBC, and I knew we would be at the front. The plan was to do the practice and qualifying, and then at the last minute before the race, we would put the Durex stickers on the car.

"Durex said 'game on'. They asked me what I wanted I said we needed £18,000 for the following year for two Formula Ford 2000 cars. I told them that the Thruxton meeting would cost them nothing apart from the price of the stickers. They did all that.

"It came to qualifying and Tiff was on pole and I was about fifth or something. The race was about to start and that was it, we put the stickers on. All hell broke loose. I knew that would get us in hot water and the clerk, Sid Offord, went berserk. The TV was about to pull its broadcast. It was a real furore and there were big headlines everywhere: Durex on TV! They got so much coverage it was untrue, and they

agreed to our £18,000 for the year after.

"Then a F5000 driver came along and stole the deal off us for £25,000 for his whole car. Durex sent us £200 as compensation for losing the deal. Tiff wanted to take the money. I said no, so I put the money in a condom and sent it back to them..."

"I got that deal by having the front."

Question: *You seemed to love Formula Ford 2000. Why?*

John Charles

Via email

FB: "I did love it. But I was a businessman. The others were what you would call proper racing drivers. I never did any testing or anything. I just got in the car and raced.

"I finished with Elden, and I raced other people's cars. I gave Elden to Howard Drake. He gave me a penny for it – all I wanted to do at that stage was be out of it because I was too busy. He took it over and there weren't any debts, because I always pay my bills. I had a Delta, and then I did a year with a Reynard.

"By that stage, I had met Bernard Coral, of Coral's Leisure – the hotel group – at a function to do with the fish industry. I said 'well, if you like fish, do you like racing?' He said no. I asked him if he would let me do a presentation. He said he loved the jellied eels, and he liked my cheek, so he said yes.

"I put a car in the reception of his HQ in London. We turned up with a car in the colour scheme, but when we got there at 0600hrs, the security guards knew

nothing about it. I persuaded them, got the car in and set it all up. Bernie came in in the morning, saw the car and had no clue what it was all about. He eventually saw me and again, he admired my front. He asked me what I wanted and I said I needed £16,000. He said he would give me £6000. I knew it was a good offer, but I said no. He told me to go to the marketing team and pitch for £16,000, but if I didn't get it from them, I would have lost the £6000 he initially offered me. I took that deal. I went to marketing. The chief said 'snooker, maybe golf, and darts'. Other than that, I was wasting my time. I saw on the table they already had a really good presentation from [future Formula 1 driver] David Purley... and they'd turned that down. But there is an upside to this story..."

"From all my work trying to get Coral Leisure on board, I met the chief of Tredaire, the carpet firm. He loved jellied eels, so we had a connection. He had seen what I'd done by taking my race car to Coral's and asked me if I would be interested in doing the 'dealer meetings'. Tredaire would go around the country and do these events for their salespeople in a local hotel, and they wanted me – and my car – involved.

"I quoted £400 per event. That costs out £100 I didn't want to do it, £100 for petrol, £100 profit and £100 for the fish. I agreed to 10 meetings, I went all around the country. This was 1977, so again, I persuaded them into a presentation. I got to London, in Horseferry Road, had my car on the trailer in their colours. The

boss man came down to look at it, and he was blown away. This was right outside his office and there were four parking wardens swarming around the FF2000 car. I gave them each a few tickets for Snetterton the next weekend, and those were the only tickets issued that day.

"The boss man liked me, and his boss was there that day too. They liked me. I explained I couldn't sell their product for them, but it was a great billboard. That was the start of a very very fruitful relationship that lasted 12 years. He offered to pay me £11,000 there and then..."

"In 1980, Delta was the car to have. Because I had the Tredaire money behind me, I went with the works team. It wasn't a bad car, but it was very hard to drive. It wasn't forgiving at all. You could get one quick lap out of it, but that was it. The Reynard was a much more forgiving car. So, at the end of the year, I went to Reynard and asked for the works deal. He agreed, but he produced an absolute donkey for that season. Even Adrian will own up to that, it was a nightmare.

"It was a pig of a year, and it was a pig of a car. And so in 1981, I went to Van Diemen. I was back with Ken Thorogood looking after the car. We did quite well, so for 1982, I went back to Ralph and ordered another car; in fact I ordered two. I was doing so well that people wanted to race with me as a team-mate.

"Ralph asked me if I could have this guy Ayrton Senna da Silva as my team-mate, I said no. I didn't know him from Adam. I didn't want a foreigner in the



Frank's faithful Lamborghini Countach graced the paddocks



Underfunded Richard Dean was a winner in Swift's products

"Senna did always remember that I had beaten him"

Frank Bradley



Overtaking Ayrton Senna at Snetterton in 1982

team...in the end I was partnered with Rick Morris. Lovely guy, but he never really progressed, did he?"

Question: *You beat Ayrton Senna in a Formula Ford 2000 race at Snetterton in 1982: you were the only one to do it in the UK championship. How did he take it?*

Ed Sleigh
Via email

FB: "I was always a chancer, and I was bloody good in the wet. That season, it was all about Calvin Fish and Ayrton. We found out later that Calvin had a dodgy engine..."

"When it came to the Snetterton race, I had qualified well down – something like the third row... I said to the boys that I had nothing to lose. I backed, myself: I put slicks on. I had a gamble. There was no time to change the set-up. It was still a dry set-up, but on wet tyres. The car was not the car it should be, but off we go."

"So, for the first five laps, I was dog slow, I was nearly lapped, I was hanging on. I was fighting for my life. For the last 10 laps, I think I was something like 10s per lap quicker than the leaders. Ayrton was in the lead and he was having a massive battle with Calvin Fish, and they were blocking each other everywhere. They had forgotten about me."

MN: Did you know what position you were in in the race? Did you get any pit signals?

FB: "Not a clue. I was just so pleased to still be on the track at that stage, I had survived. For the next 10 laps, it was huge fun and I have always treated racing as fun. I got up to second place and Fishy did everything he could to take me off, but I overtook him and I got past Ayrton and won the race."

"Ayrton and I got on really well after that. When I used to go racing, I would have a little caravan, and he would come in and cook his food. We used to knock about, he was a great guy. At the end of that race at Snetterton, I went up to him and said 'wow, I was lucky'. He turned around and said 'no, you beat me fair and square'. Whenever I saw him after that, he always remembered it. He would turn around to me and say 'you beat me'."

"He remembered that, even when he got to F1. What a decent fellow



The European Formula Ford 2000 competition was fierce. Bradley is in the middle, next to Senna

he was: Ayrton Senna was a lovely man."

Question: *What prompted you to buy into Swift? How did it come about?*

Iain Elsey
Via email

FB: "Well, Elden had just faded away and Howard Drake bought it. At the end of 1983, I was with Van Diemen in FF2000 and I went with him again in 1984. But the 1984 car was a bad car. A really bad car. Ralph and his designer Dave Baldwin had copied the Swift, but Baldwin isn't really a designer, is he?"

"That was the American Swift [US car constructor, which was the benchmark in the 1980s], which was making waves then. They were great designs. They were streamlined, they had aerodynamics, the works. I asked Ralph for a deal for 1985, and Ralph told me had made no money off me in 1984. I was doing alright in business, I was making money. But Ralph's figure to run me doubled overnight."

"I told Ralph to stick it, and I told him I would go and build my own car. Again, no mean yes. It was stupidity, but it set a rage in me. The business was going into wheelks, I had a couple of boats going out and getting those. I was making money. I earned a lot from taking cars around to Tredaire functions and displaying them in their outlets. They didn't care about me racing, they just wanted to see the car."

"By that stage, Peter Merrilees had taken over running my car from Ken Thorogood. I told Ralph that I would build my own car, and Merrilees was coming with me."

"I phoned Swift in America and I told them I would like to build their car under

licence. They said no, because they had been in touch with a British concern before [Mark Blundell's dad], who was a clever guy."

"Three days later, they phoned me up and said they were interested. They had looked into me and found out that I always paid my bills. I jumped on a plane and I took Peter, and we went to America. I sat down with the Swift people and told them I wanted to build the cars myself. We agreed a deal, and they made sure that I built them to their quality, which was much better and stronger than the cars that were being built in the UK at that time."

"I came back and told Ralph I was going to build cars and, believe it or not, I was hiring a garage from Ralph. That's where I started building the Swifts. Ralph, in the early days, tried to pay me

not to build the cars and he even offered me a percentage of all the new Van Diemens he sold just to try and tempt me not to do it."

"But I was determined to do it on my own. The first chassis arrived about six weeks after I had got back from America. We had all the drawings, and I went to a development company to get the chassis manufacture sorted out and because Peter Merrilees had worked at Van Diemen before, we were able to go to all of Ralph's suppliers too. Because I paid on time, I got priority delivery."

Question: *What was the relationship like with Ralph Firman? Did you really hate each other?*

Steven Nye
Via email

FB: "We didn't hate each other, no, and I really don't like that word. Put it this way, it got pretty venomous."

"For that first year in 1986, I was only building Formula Ford 2000 cars. I built 10 cars and I think we sold six: I lost £150,000 in that first season because I hadn't shifted enough cars and I was running Dave Coyne and, of course, he brought no money with him. I had also stopped racing myself by that point."

"In the second year, we went into Formula Ford 1600 and I had [now United Autosports boss] Richard Dean driving for me in an FB87. I had Coyne in FF2000. That's when things started to get interesting with Ralph, because I was then directly in his playground and we had produced a really good car."

"After the first part of the season, Deany was leading the championship. But then he never finished any more races as Nico Palhares, who was driving a Van Diemen, seemed to get a magnetic attraction to Richard's car. Things were getting quite silly between us. These days, we are buddies again. In that 1987 season Ralph sold 150 cars that year. If I had done that deal with Ralph to take a profit on each of the cars he sold, I would have made a lot of money. However, because I was running my own car constructor, I lost a lot of dough."

Question: *You almost seemed like a bit of a philanthropist, helping out some underfunded young British drivers. Is*

FEATURE



Bradley says running Swift was a “chaotic” time for him

that something you did deliberately?
Garry Jennings

Via email

FB: “I did do that. By nature, I am quite a kind person. I had to stop my racing because all of the money and all of the effort was going into building up Swift.

“I was the first person to pay Martin Donnelly a wage: I gave him £250 to do the 1986 Winter Series in FF2000 for us. I was so involved, and it was a real battle against the likes of Reynard and Van Diemen. It was a war, really.

“I had to make the company work and I put all my money into the team. That meant getting the best drivers I could, but quite often they didn’t come with the deepest of pockets, and so I had to use my own cash. None of them had any money and I sponsored them all.

“Coyne never had any cash. In 1988, I had Coyne in my car because I couldn’t get anyone else and Dave was brilliant at Formula Ford 1600. Halfway through the year, Ralph went to Coyne and offered him £200 per race to drive a Van Diemen. Coyne cleared off and did three or four races with Van Diemen, which completely destroyed our championship chances, and then Ralph dropped Coyne like a stone. But the damage had already been done to our title hopes.”

MN: While it might have been warfare, it was a brilliant time for Formula Ford 1600 though...it was just so competitive...

FB: “I just remember it being very chaotic for me personally. People like John Booth, John Village and Minister Engines were totally loyal to Ralph and Van Diemen. So in that first year I said to Village and Booth that they could have two free cars and £40,000 of spares. They went back to Ralph and told him they were going to switch to a Swift. Ralph went apoplectic and offered them a similar deal to keep them in a Van Diemen.

“To be honest, I wasn’t sure I could have honoured that deal anyway, but all I knew I had done was cost Ralph about £120,000...some of the things we were doing were crazy.”

Question: Is there a car you wish Swift had built but never got around to?

Jason Inglis

Via email

MN Did you ever consider Formula 3, or anything like that?

FB: “Swift built a Sports 2000 car for the USA which was brilliant, but we weren’t allowed to get involved with that. I did bring three over and I sold them to Cor Euser to use in Holland but they never raced in the UK. He had an FF2000 from us and then he wanted the sportscar. It was just too much hassle to build it over in the UK, which was a shame.”

Question: Why did you dip out of Swift?

Leo Barclay

Via email

FB: “In 1989 we sold 59 cars. It was getting better. We were turning the corner. I hadn’t got anywhere near recouping my initial outlay, but things were looking up.

“I knew Brian Holmes very well. He was running cars and sponsoring them though his Auto Windscreens firm. Brian phoned me and asked if I wanted to sell up. I said yes. I was just so busy.

“I was trying to run two businesses, I wasn’t racing any more and I was screwed, really. I had my back to the wall and it seemed like a wise time to get out. I just couldn’t do any more than I was doing. I valued the firm at about half a million and my solicitor got involved and I ended up with £600,000 and they kept



Coyne was one of the fans' favourites in a Swift, here in 1989

me on for a year. They came and moved the whole firm to Chesterfield. Peter Merrilees didn't want to move there and they lost him, which ruined the business after a few years.

"I stayed on with Swift through until the end of 1993 and I was there as a consultant. At the end of 1993, Ralph came up to me and asked what I was doing. He offered me a job to look after his son, Ralph Firman Jr, who was starting his racing career. He wanted someone streetwise to help him out. I got him a few tests and we looked at Super Touring, because I thought Ralph Jr was too tall for Formula 1, but he didn't want to drive a tin-top. He was focused on single-seaters.

"But the way I look at it was that in the end, Ralph paid me £10,000 to stay

away from Swift, which is a compliment, really."

Question: Is there a young driver who you ran who you think should have made it but didn't?

Tom Grant
Via email
FB: "I think Richard Dean should have made it. He was a great talent and he should have got further up the ladder. When he made it to Formula 3000, he was in a team with two cars and unfortunately for him, he got the donkey because he wasn't paying as much budget as the other driver.

"I remember one day when I put Dave Coyne and Richard Dean out in a test at Oulton Park. I told them to go for it. Dean was no quicker than Dave Coyne but

he was more consistent, and he was easier to run.

"Coyne was a phenomenon. I remember one day of testing with him at Silverstone, he went out in a Formula Ford 1600 car in the morning, then a Formula Renault car and by the end of the afternoon he was running in an F3000 car. He did 10 laps in each one and he was on the pace in all of them. There aren't many people who can do that. It was unbelievable.

"The thing about Dave is that he was his own worst enemy. He had two or three really good chances to progress, but he eventually mucked them all up. Richard Dean had the brain to go with it, but Coyne was just too greedy on all of his deals. You couldn't take the car salesman out of him, sadly."



Bradley is now spending his time competing in a Can-Am monster

"Richard Dean should have made it to the very top"

Frank Bradley

Question: You have always enjoyed great road cars: some have suggested this was a ploy to help you lure young drivers to your team...?

James Hilton
Via email
FB: "It wasn't so much about luring young drivers, it was about luring the young ladies!

"I had a Ferrari 246, then a Ferrari 308 GT. When I got the first lot of Tredaire money, I had set my sights on a Lamborghini Countach.

"As soon as I drove one, I wanted one. I found one for sale in France and I paid £32,000 for it. I did 100,000 miles in that car. Most people only drive them for about 20 miles. What I found with that Countach was that it opened doors, it started conversations.

"I have now had 13 Lamborghinis and at the moment I am driving an Aventador S. Lamborghinis don't make people as jealous as a Ferrari. People seem to have a nicer opinion of Lambos."

Question: Is there a car you've not raced but wish you had?

Becky Donaldson
Via email
FB: "I think the only thing I have not done in life that I wanted to was Le Mans. I fancied that. I did do some Thundersports races in a Sports 2000 car in 1983, but that was as far as it went. I raced in S2000 for Richard Dutton. He had a driver who wasn't keen on racing in the wet, so when the heavens opened, I

would get the call to go and race the car. It was all free: we were only racing in class but we came very close to winning a race overall in the wet.

"That was probably a mistake not to follow that sportscar route earlier on in my career because I liked sportscars better, in truth."

Question: You have more recently raced a Can-Am car and some historic F1 machines in historic racing. Which car gives you the most pleasure?

Paul Leadbetter
Via email
FB: "Marcus Pye from Autosport phoned me up in 1990 and asked me if I wanted to drive a historic Formula 1 car. I said yes! I worked out what it was going to cost. So I went out to Kyalami to race this Arrows, that was a bitsa, really. They just wanted cars out there.

"I had never sat in anything bigger than a Formula Ford 2000 car. I think I was third quickest in practice and I finished on the podium.

"It was a lovely car and I thought it was really cool. I went back out the following year and did it again in a Mike Wrigley car. I had a broken collarbone at the time and I only finished fifth.

"That helped me to make contacts in the historic world, and I ended up racing in Can-Am. I got on pole in my first race and won it. I have done that ever since although it is becoming a real strain these days as I have RSI on my arms from 40 years of chopping eels." ■

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RALLY REPORTS

Photos: Martin Walsh

ULSTER RALLY: IRISH TARMAC RALLY CHAMPIONSHIP BY MARTIN WALSH AUGUST 19-20



Evans took a popular victory



Greer pushed hard for second place

MEASURED MOFFETT TAKES THE TITLE AS EVANS TAKES THE RALLY SILVERWARE

A measured performance by Josh Moffett on the Ulster Rally sealed the Irish Tarmac Rally Championship as Meirion Evans scored a first victory in the series.

The scoring system applied for the ITRC's final round led to contrasting styles from its two and only remaining title protagonists. For event winners and title challengers Evans and Jonathan Jackson (VW Polo GTi R5) it allowed them to give a performance that was worthy of their maiden success in the ITRC campaign. It differed from that of Moffett and Andy Hayes (Hyundai i20 R5), who had to curtail their usual instinct of maximum attack so as not to derail their title ambitions, they took fourth place on the event and the points garnered over the two legs was enough to secure the ITRC crown for the second time in four years.

At the conclusion of the nine-stage encounter that awarded full championship points for each leg, Evans/Jackson finished 2m5.3s in front of the Citroen C3 of Jonny Greer and Niall Burns, who were followed, 20 seconds later, by the Ford Fiesta Rally2 of Jason Mitchell and Paddy McCrudden.

On Friday's opening leg of

three stages, the final one in darkness, Desi Henry (Ford Fiesta Rally2) posted the best time on all three stages. He took an 18.2s lead over Evans, who made a brief visit into field on SS2 and had a moment on the narrow track on the second run over Slieve Gullion. Greer, 6.2s further behind, declared the night run through Gullion wasn't to his liking. Playing it safe, Moffett was fourth overnight as title rival Evans netted the maximum score (Henry wasn't registered for the series) to maintain pressure on title rival Moffett. Mitchell in fifth lost time with brake troubles while top two-wheel-drive exponent Damian Toner (Escort Mk2), who experienced trouble with the paddleshift over the opening pair of stages, was second fastest through SS3 to finish the evening in sixth.

There was drama early on Saturday's opening stage (Tyrone's Ditches) when Henry's Fiesta aquaplaned upon landing over a crest, collided with a post and damaged the track control arm, the incident brought immediate retirement and promoted stage pacesetter Evans into a 23.3s lead over Greer, who experienced a major moment early on stage four that stripped him of the confidence he

needed to close on Evans. With the quickest times through the remaining two stages of the loop, Evans arrived at service with a 26.8s lead over Greer, who subsequently softened his suspension set-up.

Mitchell slotted into third even though he had a few moments on the shiny tar sections when his Fiesta locked-up. Moffett was wary of the standing water on SS4 and again opted for a pace that was safe. Toner, one place behind, had an overshoot on SS4 as Stuart Biggerstaff had a similar experience on SS5 where, like the previous stage, he lacked confidence. Meanwhile, Niall Henry on his first outing in a right-hand-drive Fiesta R5 stalled on the morning opener but took no chances in the wet conditions.

With a left-front puncture early on SS7, Greer lost time and second place as he backed off in order to keep some rubber on the wheel rim and while Mitchell took advantage and second spot, Evans was in total control and 2m16.9s clear. In terms of the Tarmac series, the Welshman was doing all he could but Moffett was still on target to secure the title with a top-four championship points slot. Greer reclaimed second to sign off with

two fastest stage times and third overall in the ITRC and Mitchell (third overall) netted his best finish in a round of the series. Principally though, this Ulster Rally was all about Evans and Moffett, the former took his maiden ITRC win, the latter his second ITRC series victory, both with a different set of circumstances, both relatively happy with the outcome although Moffett proffered that it wasn't the way he wanted to drive - but sometimes, needs must.

Toner was on course for fifth only to upend his Escort when he clipped a bridge on the final stage. His demise promoted Biggerstaff, who also took the National category victory. He had a few overshoots on the final stage but these were negated when he was accorded Moffett's time following Toner's demise.

Niall Henry (Fiesta R5) was untroubled in sixth followed by Michael McGarrity, who praised the qualities of his right hand drive Skoda Fabia R5. The final places in the top 10 went to Marty Toner (BMW 1 Series) and the Escorts of John Devlin, who clipped a concrete post on the penultimate stage and Camillus Bradley, who completed the final stage without a clutch.

RESULTS

Ulster Rally **When:** August 19-20

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Meirion Evans/Jonathan Jackson	Volkswagen Polo GTi R5	1h30m17.5s
2	Jonathan Greer/Niall Burns	Citroen C3 Rally2	+2m05.3s
3	Jason Mitchell/Paddy McCrudden	Ford Fiesta Rally2	+2m25.3s
4	Josh Moffett/Andy Hayes	Hyundai i20 R5	+2m55.1s
5	Stuart Biggerstaff/Anthony Nestor	Ford Fiesta R5	+4m35.4s
6	Niall Henry/Barney Mitchel	Ford Fiesta R5	+5m45.9s
7	Michael McGarrity/Damian Garvey	Skoda Fabia R5	+6m04.5s
8	Marty Toner/Ben Teggart	BMW 1 Series	+6m36.6s
9	John Devlin/John McCarthy	Ford Escort	+6m43.4s
10	Camillus Bradley/Crawford Henderson	Ford Escort	+6m49.1s

Class winners: Evans/Jackson; Jason Dickson/Dylan Doonan (Ford Fiesta Rally4); Arnold Lutton/John Henderson (Ford Ka); Ben Walsh/Damien Sheridan (Ford Escort); Sam Adams/Michael Johnston (Ford Escort); Devlin/McCarthy; Toner/Teggart; Biggerstaff/Nestor; Trevor Wilson/Paul Mulholland (Porsche 911); Neil Williams/Anthony O'Sullivan (Ford Escort); Iarla Carty/Jack Carty (Vauxhall Nova); David Pedley/Callum Young (Ford Escort).



Ford Fiesta Rally2 battler Mitchell took third position

CLASSES



Neil Williams topped the historics

Reid tops the Modified section on Ulster

Akin to Josh Moffett's quest, the Modified, Historic and ITRC3 categories were also about getting to the end.

Simon Reid (Escort) sealed victory in the Modified category of the series by finishing ahead of his only rival, Colin Byrne (Escort),

who had spurned a glorious opportunity when he crashed out of the lead on his home rally on the previous round in Cork. Both concentrated on getting to the finish without taking any great risks with Reid extending his lead after

Friday's leg. The heated front windscreen of Byrne's Escort packed up on SS5 but even then he admitted, barring retirement Reid's retirement, he had settled for the runner-up slot.

Routine mathematics meant a third-place finish in

ITRC3 would secure the title for Ryan Caldwell (Ford Fiesta Rally4) and while he achieved his goal, it was almost slide-rule precision as class-winner Jason Dickson (Ford Fiesta Rally4) came within a point of his rival's winning total.

In the Historic category, Welshman Neil Williams (Escort) capped a fine season with event and championship victory, the latter guaranteed when title rival Duncan Williams retired his Escort on a road section to SS5 with clutch failure.

FEATURE

ANDREW NESBITT: RALLYING'S MICHAEL SCHUMACHER

Luke Barry steps back in time to lift the lid on the secrets of the Northern Irishman's crushing Irish Tarmac Rally Championship success that came 20 years ago



Nesbitt on the Rally of the Lakes back in 2002



The Impreza in the memorable Cuisine de France colour scheme



Co-driver James O'Brien (l) and Andrew Nesbitt were dominant

Josh Moffett has been in a class of one in Ireland this season – dominating not just the National championship but also the jewel in the crown: the Irish Tarmac Rally Championship. His title triumph on last weekend's Ulster Rally was his second in a series he has quite simply made his own this year.

Twenty years ago, the script was the same but the characters were different. Trade Josh Moffett, Andy Hayes and their Hyundai i20 R5 for Andrew Nesbitt, James O'Brien and a Subaru Impreza S6 WRC. On every rally he started, Nesbitt taunted the opposition as he made winning not just a habit but a normality.

With a record 11 Irish Tarmac wins on the bounce from the 2000 Summit to the 2002 Cork 20 where he clinched his second title, it's little wonder he was referred to as the 'Schumacher of Irish rallying' with a win-to-start ratio even Michael would've envied in his Ferrari pomp. "I recall that, yes," Nesbitt tells Motorsport News, totally unperturbed by the comparison. "Well, I always say paper never refuses ink, so they can say what they want!"

And two decades later, indeed we shall, because Moffett's latest imperious display evokes serious memories of a driver that made his Premier League-calibre competition look like they were in League Two. It wasn't guaranteed either. Yes Nesbitt had cleaned up in the year 2000 – finally marrying that famously devastating turn of speed with a strong bout of consistency – but foot-and-mouth disease had cancelled the ITRC in 2001 (another comparison to last year's

Covid-19 cancellation if you're looking) and the formbook was essentially hurled into the bin and waiting to be rewritten.

Nesbitt had won the Punchestown Rally Masters event in 2001 but had sold 'V10 WRC', instead lining up in a brand-new car with a brand-new team for 2002. He remembers: "It was a late deal, all my deals were late. We couldn't get a car, in fact I went to Prodrive at the time and met David Richards and they couldn't give me a car. Within 24, 48 hours we had a deal done with 22 Motorsport which was just round the corner, and they gave me a car, they wanted to start up a programme of running [Mikko] Hirvonen at the time but I actually got the car first and we produced great results in every rally as you remember."

You can say that again, Mr Nesbitt. Leading the Circuit of Ireland for all but the first stage, Nesbitt then finally ticked Killarney's Rally of the Lakes off his list of Irish internationals to win – atoning for the heartbreak of 2000 where, at service, fuel vacuumed itself back into the tank it came out of and Nesbitt ran out of fuel – but it wasn't without a scare when a driveshaft broke on SS7 Rockfield. But Nesbitt was, of course, fastest on all 11 of the remaining stages to take victory

over Eamonn Boland who would prove to be Nesbitt's closest challenger in terms of results throughout the year.

Nesbitt shares an anecdote about his Killarney run that year over the famous Molls Gap stage: "We had a very good engineer in Chris Graydon from Prodrive at the time and I remember one of the stages he said to me 'Andrew I've data that I've never seen before.' I said 'well what was that?' He said 'well 70% of the time you were full on the throttle, 29% of the time you were full on the brakes and 1% of the time you were making your mind up. We've never seen it in Prodrive before, we've never seen it.' He actually sent me a framed graph of the full stage for the purpose of the memory of that, because he had never seen it, Prodrive had never seen it but I didn't know any different because that's what we were doing."

But what Nesbitt hadn't done before was win a rally on the UK mainland, and it's this context that makes his Jim Clark Rally win that year perhaps the highlight of an impeccable season. Up against the best of the British Rally Championship, Nesbitt was on the back foot with no experience of the Scottish stages, but he coped with the new challenge superbly.

"I think we pleasantly surprised



Nesbitt was beaten on the Manx

"It just an amazing season for me"

Andrew Nesbitt

Photos: Rally Retro, Motorsport Images



The driver had a strict health regime



Flying high on the Jim Clark Rally in 2002

everyone in the UK and the British championship that we were at a higher pace than them on Tarmac," he says. But this is where he's different to you or I. He wasn't fazed by the prospect of facing something new, he just approached it like he would any other rally. Nesbitt continues: "We were coming off the back of winning a number of Irish international rallies and to go to Scotland and compete it was just another rally, and it was all down to making sure we had good pacenotes and a good recce for the event, it was just another location."

Although Nesbitt was beaten to Manx victory by Mark Higgins, he still topped the Tarmac points before yet another win against the Brits, this time on the home turf of Ulster. It was becoming a question of when, not if, Nesbitt would lift the trophy and he indeed got the job done on the Cork 20 – winning all 14 of the event's stages despite turning the engine on his Subaru down to minimise the mechanical stress.

Nobody else really had a chance. Nesbitt had fallen into that free-flowing rhythm that's simply irresistible once found – just like we've seen from Kalle Rovanpera this year in the World Rally Championship. But that was no accident. Nesbitt's preparations for his rallying were absolute, his commitment unquestionable.

"The car, the team, was just unbelievable, I can say that from the bottom of my heart," Nesbitt says. "It was just an amazing time, an amazing pace was set and we just loved it. I remember saying to myself at one point 'Andrew, you now need to learn how to race yourself.' And that's what I did, I started competing against myself first and foremost and then the results looked after

themselves. We had our own pace and we always tried to stay below the 100% mark and for me it was always between 95 and 98%. It got to a point where we knew if we had to raise our game by a quarter of a second a mile, we were fit to do that, we always had that in the tank.

"I don't want that to sound wrong," he adds, "because everyone was obviously trying to do the same thing, all my competitors would have been doing the same thing, that's what competitive people do. But I found it put less pressure on me if I tried to race me and forgot about trying to take on individuals on the day. I knew my pace was at a certain level and I tried to stay within plus or minus a quarter of a second per mile of that. That's really the sweet spot for me, and if the comfort zone was a second a mile faster than the next guy so be it. But I still had to stay within the quarter of a mile zone plus or minus of my comfort zone."

It's an incredible admission, and fascinating to learn just how much was going into what wasn't even a works programme. But although team and driver were technically semi-professional, everything was done to a truly professional standard. Nesbitt explains: "We had a very professional sponsorship programme going so we all had to be professional off the back of that. And while we were semi-professional we ran the team as if it was a pure professional team, and I think that's why we had so much success because from the top down everyone knew their job and for me personally I had to do a lot of training and give a lot of commitment to every programme. Every rally that we turned up to the plan was to have the best car, the best team, best driver and navigator and make sure we pull it altogether and I suppose the

more we did that the better we got at it."

But is it easy to keep winning? "It's easy to keep winning providing everything is working properly, but there's all sorts of things around your food, your training, your sleep programme, your healthy eating, also the support from family and friends that gives a great, positive vibe in the camp and in the mind," Nesbitt believes. "If your mind is positive, the winning is easier, that's the way it is. And for the two years that I won the championship I can share with you that I never consumed any alcohol at all in the full 12-month period, in both those years. It got to a point where it was ridiculous, I wouldn't even eat Christmas cake if I thought there was a little drop of whisky in it or brandy! For me, if you're going to be an athlete you have to have that attitude and single-minded vision of being an athlete, you must do everything in your power to be the best at it, and if you're participating in the odd dram as they say in Scotland you're not doing your job properly."

For a Northern Irishman, staying off the ale is almost more impressive than driving at over 100mph between the hedges! But joking aside, what Nesbitt achieved certainly doesn't feel like it was 20 years ago – and that's largely because of how vivid the memories remain. That man and that car formed an alliance that nobody could beat and nobody will forget.

"Without question I wouldn't have won any of my rallies without James O'Brien being in the hotseat I will call it, and James only reminded me recently that the programme of wins and competitions and championships that we competed in has left a mark on Irish rallying and world rallying forever, and we're both very proud to be part of that." ■

LUKE BARRY



RALLY CORRESPONDENT

"It was a gorgeous car in a glorious paint scheme"

It really says it all that one of my highlights of visiting this year's Donegal Rally was dipping into a convenience store and treating myself to a Cuisine de France doughnut. The doughnut was good (nothing special, nothing terrible) but I didn't care, it was a Cuisine de France doughnut. It was an Andrew Nesbitt doughnut.

One of my earliest memories of watching rallies was seeing Nesbitt dance through the lanes I was driven to school on, flashing past in that distinctive Impreza WRC dressed in its Cuisine de France outfit. For me – and I might be alone on this – it's a more distinctive livery than even the full blue-and-gold works colours! And I only saw it once a year, I can't imagine just how much love there was for it over in Ireland.

"Well thank you for that," says Nesbitt after I've stopped gushing about how much I loved his car, "that was something we designed ourselves here and we tweaked that over from '98 and right through. When the new World Rally Car came, we tweaked that several times, we changed the blues and the reds back to front, front to back, up and down and all of a sudden we came up with that design and it stayed forever."

But for me, what made it stand out even more was the yellow spoiler in 2002. It shouldn't have worked, yet it did. Maybe that has something to do with yellow being my favourite colour as a child, but it was a distinctive addition with a cool story behind it: "Well do you know what, that was quite difficult for me at the time because that car was completely yellow and the Cuisine de France colours were completely white in the background, and they were my main sponsor," Nesbitt explains.

"So I had to agree with 22 Motorsport that yes they could have a little bit of yellow, they'd leave it on the fin and he would sponsor the fin. So 22 Motorsport sponsored the fin of that car, and it worked because everyone knows that that was the 22 Motorsport year and it was 2002. All the twos, they were all aligned."

Whatever your memories of Nesbitt are, we can all share that same respect for what he and James O'Brien managed to achieve at the turn of the century. They could've driven anything, but what really warms them into our hearts was that gorgeous car in its even prettier frock earning its place on the front of every newspaper, magazine and rally programme over the course of 2002.

RALLY REPORTS

Photos: Marrtin Phaff

GREMLIN RALLY: HRCR BY MARTIN PHAFF AUGUST 21

NO GREMLINS FOR WILLAN AND FROST

Dan Willan and Niall Frost continued their winning ways in the venerable Volvo PV544 on the resurrected Gremlin Rally. After a day of competition based around the Epynt ranges in mid-Wales, Willan and Frost headed Paul Crosby/Andy Pullan (Porsche 911) and Mick Valentine/Matt Fowle (Ford Escort).

The return of the Gremlin name was eagerly anticipated by the MN/HRCR championship contenders, particularly those who had competed on previous events in the 1970s and '80s. Any worries that the event might not live up to past glories were unfounded as crews enthused at the finish over Brecon Motor Club's slick organisation and superb use of Epynt.

The morning regularities cost the Toyota

Corollas of Leigh Powley/Brian Goff and Darell/Nicky Staniforth time, both picking up two minutes of penalties after being baulked by a lorry and Paul Dyas/Martyn Taylor (Volvo Amazon) picked up a five-minute penalty for a rare error with a wrong approach to a control.

Cliff England/Peter Rushforth (Triumph 2000) suffered a diff failure and Harvey Steele/Martin Pitt (Volvo 144) had two punctures and called it a day.

The tests on Epynt were hotly contested with Willan/Frost and Valentine/Fowle trading fastest times throughout the day. The regularity highlights, both on Epynt, were the 34-miler where Crosby/Pullan only dropped 12 seconds and the all-loose-surface private land section in the forest where Willan/Frost

and Crosby/Pullan shared the spoils with just two seconds lost.

The Expert Class was won by Dan and Nick Darkin (Mazda MX-5) just three seconds ahead of Hugh Garnish/Pete Johnson (Ford Fiesta).

Results
Organiser: Brecon Motor Club **When:** August 21 **Where** Epynt ranges **Championship:** MN/HRCR Clubmans **Starters:** 72
1 Dan Willan/Niall Frost (Volvo PV544) 29m59s; 2 Paul Crosby/Andy Pullan (Porsche 911) +1m09s; 3 Mick Valentine/Matthew Fowle (Ford Escort); 4 Leigh Powley/Brian Goff (Toyota Corolla); 5 Dave Leadbetter/Cath Woodman (BMW 2002Ti); 6 Jon Dunning/Henry Carr (Ford Escort RS2000); 7 Ian Crammond/Matthew Vokes (Mercedes 280SL); 8 James Griffiths/James Howell (Mini 1275GT); 9 Gavin Rogers/Daniel Stone (Reliant Scimitar); 10 Dan Darkin/Nick Darkin (Mazda MX-5). **Class winners:** Darkin/Darkin; Paul Bloxidge/Oli Waldock (Golf GTi); Owen Turner/Andrew Dadswell (Mitsubishi Lancer).



Willan and Frost took a Volvo win

ISLAND STAGES: ISLE OF WIGHT BY IAN HARDEN AUGUST 21

ROWE AND LUND GO ISLAND HOPPING FOR A COMEBACK RALLY TRIUMPH

Andy Rowe and co-driver Cat Lund scored an emphatic victory by 2m32s over Darren and James Matthews's Subaru Impreza, as rallying returned to the Isle of Wight after a 30-year gap.

Early on, the Mitsubishi Lancer E2 pairing battled for the lead with number one seeds, Wug Utting and Bob Stokoe. The

rivalry lasted until SS3 when Utting's Subaru Impreza lost a wheel and retired. From then on, Rowe used his first-on-the-road position to full advantage. Avoiding dust kicked up from the dry farm tracks surface, he set four fastest times in a row to pull away from his pursuers.

Matthews, second, pushed hard

all day to stay ahead of third-placed Adam Midghall (Ford Fiesta Rally4). Running without his front bumper, which tore off over a bump on SS1, Matthews lost visibility in the dust several times. However, he went second overall fastest on SS5 to consolidate runner-up spot.

Midghall's state-of-the-art

Fiesta coped superbly with the bumpy stages, allowing him to pressure Matthews and outpace Tony Williams's Ford Escort RS by 13s. The one-litre, turbocharged Fiesta took a brace of second and third overall fastest times in the mid-rally stages to settle the issue of the remaining podium place.

Results
Organiser: Isle of Wight Car Club. **When:** August 21. **Where:** Palmer's Farm, Wootton, Isle of Wight. **Championships:** none. **Starters:** 27. **Stages:** six.
1 Andy Rowe/Cat Lund (Mitsubishi Lancer E2) 50m47s; 2 Darren Matthews/James Matthews (Subaru Impreza) +2m32s; 3 Adam Midghall/Thomas Pidden (Ford Fiesta Rally4); 4 Tony Williams/Tony Gill (Ford Escort RS); 5

Peter Hinton/Dean Mitchell (Ford Escort RS2000); 6 Wayne Hole/Chris Wilson (Ford Focus); 7 David Ley/Neville Hudd (Peugeot 205 GTi); 8 Graham Palmer/Mike Webb (Ford Escort Mk1); 9 Jonathan Barrett/Gerald Wilby (Subaru Impreza); 10 Kevin Hall/Sarah Hall (Ford Escort Mk2).

Class winners: Kevin Richardson/Katrin Herold (Austin Mini); Ley/Hudd; Midghall/Pidden; Eddie Gale/Rhys Williams (Escort Mk2); Matthews/Matthews; Hinton/Mitchell.

GARETH HALL MEMORIAL STAGES: BALA MOTOR CLUB BY DAVE THOMAS AUGUST 21

MORGANS IS VICTORIOUS AT TRAWSFYNYDD JUST FROM THOMAS

Bala and District MC's annual event at the Ranges Motorsport Centre, Trawsfynydd had its customary close competition and a win for Aberystwyth crew Aled Morgans/Mark Rodway in their Ford Escort, finishing just five seconds ahead of Gary Thomas/Chris Walton in a similar car. Geoff Jones/Kaz Jenkins took third in their Vauxhall Chevette.

Top seeds Wil Rowlands and Rich Birch were initial leaders but a loss of Escort power caused their retirement.

Josh Taylor/Siôn Cunliffe were one second adrift after the first stage but then rolled on the second stage.

Len Jones and Don James (Ford Escort) took the 2-litre class, ahead of the G3 version of Iwan Roberts/Steve Griffith.

Kevin Kerr and Daniel Jones, with their Ford Escort were the Road Rally class winning crew, finishing fifth.

The 1400cc class went to the Citroen AX of Gareth Roberts/Stephen Southall. Early leaders Martyn Quant/Chris Evans broke a driveshaft starting the fourth stage, but still managed second place.

Leighton Escott/Ifan Devine

were third despite putting their Corsa off after the flying finish of SS6.

Thomas Adams/Lewis Pemble took the 1600cc class in their Peugeot 205, and the Mini Challenge was won by Gordon Davies/Tina Horsefield who took the lead on the penultimate stage when George/Tom Clarke put their car off. Mark Gellatly/Ian Clapham were runners-up.

The organisers held their annual charity fund-raising at the event and £1500 was collected for the Welsh Air Ambulance.

Results
Organiser: Bala and District Motor Club **When:** August 21 **Where:** Trawsfynydd Ranges **Championships:** ANWCC, IPS Paints, MINI Challenge **Stages:** 12 **Starters:** 42.
1 Aled Morgans/Mark Rodway (Ford Escort) 18m53s; 2 Gary Thomas/Chris

Walton (Ford Escort) +5s; 3 Geoff Jones/Kaz Jenkins (Vauxhall Chevette); 4 Len Jones/Don James (Ford Escort); 5 Kevin Kerr/Daniel Jones (Ford Escort); 6 Iwan Roberts/Steve Griffith (Ford Escort); 7 Adam Williams/Rachael Atherton (Subaru Impreza); 8 Carl Lumb/Al Hayward (Subaru Impreza); 9 Siôn Ellis/Iwan Thomas (Subaru Impreza); 10 Richard Morgans/Denise Conrad (Ford Escort). **Class winners:** Gareth Roberts/Stephen Southall (Citroën AX); Thomas Adams/Lewis Pemble (Peugeot 205); Jones/Jones; Morgans/Rodway; Kerr/James; Gordon Davies/Tina Horsefield (Mini).

Photos: John Fife

ALBAR JUNIOR RALLY: KAMES BY JOHN FIFE AUGUST 21



Allan McDowall was the form man at Kames event

MCDOWALL HOLDS OFF AULD FOR KAMES VICTORY

There was little to choose between the top three on the quaintly named Grab Life by the Hall's Stages Rally at Kames where Allan McDowall and John Marshall just managed to hold off the flamboyant Ross Auld and Amy McCubbin by two seconds at the close of the 16-stage event.

Chris McCallum and Stephen Clark were up for the fight but dropped valuable seconds over the closing stages to finish third just ahead of Hugh Murdoch and Paul Reid who completed the Ford Escort Mk2 dominance on

the rally.

But for throttle problems and a loose CV joint, Kenny Blair would have been well in the mix in his Mitsubishi Lancer E7.

The competition was equally fierce in the Junior 1000 competition with Sam Pattison and Paul Whittaker coming out on top by 12 seconds from Jack Ryan and Robin Nicolson. Rian Walker and Stuart McBride's third place came under threat in the closing stages from Kalum Graffin and Richard Crozier who had earlier dropped 20s with a spin in SS3,

then beached the car on the final stage and dropped to sixth place. Oliver Phillips and Emma Morrison were the only other crew under 28 minutes over 20 miles of stages.

Results
Organiser: East Ayrshire Car Club **When:** August 21 **Where:** Kames, Muirkirk **Championships:** Ecosse Junior 1000 Rally Championship **Stages:** 16 **Starters:** 31
1 Allan McDowall/John Marshall (Ford Escort Mk2) 24m09s; 2 Ross Auld/Amy McCubbin (Ford Escort Mk2) +2s; 3 Chris McCallum/Stephen Clark (Ford Escort Mk2); 4 Hugh Murdoch/Paul Reid (Ford Escort Mk2); 5 Steven Street/Robert Wood (Ford Escort Mk2); 6 Kenneth Blair/Jessica

Jamieson (Mitsubishi Lancer Evo7); 7 Bill Hamilton/Sara Hamilton (Opel Kadett); 8 Drew Barker/Shona Hale (Vauxhall Corsa); 9 Cameron Davidson/Fergus Chalmers (Peugeot 205 GTi); 10 Kevin Gray/Daniel Christie (Suzuki Swift). **Class winners:** James Wilson/Rebecca Wilson (MG ZR); Barker/Hale; Street/Wood; McDowall/Marshall. Junior 1000: 1 Sam Pattison/Paul Whittaker (Skoda Citigo) 26m45s; 2 Jack Ryan/Robin Nicolson (VW Up!) +12s; 3 Rian Walker/Stuart McBride (Skoda Citigo); 4 Oliver Phillips/Emma Morrison (VW Up!); 5 Thomas Milne/Neil Jeffrey (Nissan Micra); 6 Kalum Graffin/Richard M Crozier (Skoda Citigo); 7 Ollie Forrester/George Myatt (Nissan Micra); 8 Alfie Letham/Craig Wallace (Nissan Micra); 9 Lucy Cree/Chloe Fleming (Skoda Citigo); 10 Evan Graham Findlay/Paul Tonner (Peugeot 107).

RACING REPORTS

Photos: Steve Jones

SILVERSTONE: 750MC BY CARL MCKELLAR

AUGUST 20-21

STACEY TAKES A WIN IN A DRAMATIC FINISH



Stacey (49) left it late to pounce for win



Walker-Hansell took the opening Bikesports win

William Stacey left it to the final corner to steal victory from Graham Crowhurst in a thrilling ending to the 750MC Roadsports race on the Silverstone International circuit. Stacey’s Lotus Elise spent the final 10 laps of the 45-minute race taking chunks out of the lead that Crowhurst had built up from the start before his BMW E456 M3’s tyres started to lose performance. Having latched onto the BMW, Stacey made one attempt to pass at Village on the final lap to take the lead, then again at Stowe until, third time lucky, his pressure paid off with seconds to spare. Approaching Vale, Stacey moved

to Crowhurst’s outside but hadn’t figured on his rival braking quite so late. With the BMW up against the white line on the exit, the Lotus, to its right, found itself momentarily leaving the track only for this to put it on the inside for the following Club corner. Keeping up his momentum, Stacey was able to squeeze past to round Club ahead and win by just 0.19 seconds from the crestfallen Crowhurst who later in the meeting did taste victory with wins in both BMW Car Club Racing encounters. Meanwhile, Stacey’s hopes of further glory, in the two-hour Club Enduro race, were dashed when his Elise’s driveshaft broke (Rob

Boston later set the fastest lap after taking over the repaired car). This left Carl Swift and Robert Baker to take a clear win in their SEAT Leon TCR. Joining Crowhurst as double winners in their respective categories were Aaron Cooke (Toyota MR2s), Bill Cowley (750 Formula), John Village (Historic 750 Formula), Joe Stables (Bikesports), Craig Pollard in his WEV (Formula Vee) and Andy Hiley in his Chronos HR1S (Sport Specials). Cooke’s second win (by 11s) in his MR2 Roadster came after he cleverly passed both Alistair Topley and Nick Williamson through Club; Village’s victories

in his Village V2 were watched by his visiting 1988 Formula Ford Festival winner Vincenzo Sospiri, while Cowley (Cowley MkIV) held off the impressive Alex Bagnall (SDAR 17) to make sure of his double. Stables (Radical PR6) utterly annihilated the opposition to take his pair of wins – he won the third race of a triple-header by over 40 seconds – although his task in race two was made easier by race-one winner Simon Walker-Hansell (SR3) being eliminated in a multi-car collision at the first bend. Two typically fraught Ma7da thrashes went the way of Eddie Mawer – jubilant with his first win – and Jonathan Lisseter.

RACE WINNERS		
MR2 championship Races 1 & 2: Aaron Cooke (Toyota MR2 Roadster)	Formula Vee championship Races 1 & 2: Craig Pollard (WEV)	Historic 750 Formula championship Races 1 & 2: John Village (Village V2);
Ma7da championship Race 1: Eddie Mawer (Ma7da); Race 2: Jonathan Lisseter (Ma7da)	750 Formula championship Races 1 & 2: Bill Cowley (Cowley MkIV)	BMW Car Club Racing championship Races 1 & 2: Graham Crowhurst (BMW E46 M3)
Bikesports championship Race 1: Simon Walker-Hansell (Radical SR3); Races 2 & 3: Joe Stables (Radical PR6)	Roadsports Series William Stacey (Lotus Elise)	Club Enduro championship Carl Swift/Robert Baker (Seat Leon TCR)
	Sport Specials championship Races 1 & 2: Andy Hiley (Chronos HR1S)	

Photos: Gary Hawkins

BRANDS HATCH: BRSCC BY MARK PAULSON

AUGUST 20-21

BLACKMAN AND BURROWS WIN AND FACE HEARTBREAK



Malcolm Blackman took victory in the first Intermarque showdown

At the inaugural Vaux Valves event at Brands Hatch, Malcolm Blackman and Steve Burrows each took their Vauxhall Tigras to an Intermarque victory but retired from the other race. Blackman qualified third behind Daniel Smith (Mercedes SLK) and Burrows, whose car he runs. But he dived inside both into Druids on the first lap and held off Smith’s subsequent challenges as Burrows’ car succumbed to a broken stub-axle. With the top nine reversed on race two’s grid, Smith took a hit from Ian Hales (third in the opener) under braking for Druids and veered into Blackman, who was out on the spot. Smith limped on behind the safety car for a few laps before pulling in. On only his third time in the car, Mark Sear led most of the way but was dive-bombed into Graham Hill Bend by the

flying Burrows, who won from Mike Thurley and Paul Knight. Jordan Dempsey produced another dominant display in National Formula Ford. The Irishman twice led home the Ammonite Motorsport Ray of Colin Queen then climbed to second in the reversed-grid race as he closed in on the title. Benefiting from the coaching of Le Mans class winner Johnny O’Connell, Shawn Rashid scored a maiden win in race three. His team-mate Queen spun after misjudging a pass on Brandon McCaughan but recovered to fifth but is now Dempsey’s only realistic challenger for the title after Lucas Romanek was plagued by engine trouble. WRC Developments and the Donington Park winner Team Trojon were the class of the C1 Endurance field, pulling away from the pack in the opening stint. Trojon runner Austin Munday’s

earlier stop allowed his crew to benefit from Vince Fitter’s roll causing a safety car shortly afterwards, giving them a platform for victory. WRC held second ahead of the Quattro Formaggio outfit that went off-sequence early on. David May and Mark Skeats took their Ginetta G55 to a Clubsport Trophy win on Saturday but hit trouble in Sunday’s longer Supersport Endurance race, won by the older Ginetta G50 of Jake and Andre Severs. Double Track Attack success went the way of another Clubsport runner, David Shead, whose BMW Compact twice held off a double-pronged attack of Renault Clios piloted by Matthew Hollier and Nick Gwinnett. Chris Bassett might have threatened but was sidelined by engine troubles sustained while leading the Tin Tops race. That was won instead by Matt Rowling’s Honda Civic.

RACE WINNERS	
CMMC Intermarque Silhouettes Race 1: Malcolm Blackman (Vauxhall Tigra); Race 2: Steve Burrows (Vauxhall Tigra)	
National Formula Ford Races 1 & 2: Jordan Dempsey (Spectrum 011C); Race 3: Shawn Rashid (Ray GR18)	
C1 Endurance Series Team Trojon (Austin Munday/Adam Willis/Charlie Bingham)	
Clubsport Trophy David May/Mark Skeats (Ginetta G55)	
Supersport Endurance Jake Severs/Andre Severs (Ginetta G50)	
Track Attack Races 1 & 2: David Shead (BMW Compact)	
CMMC Southern Tin Tops Matt Rowling (Honda Civic Type R)	
Zeo Prototype Series Race 1: Graham Charman (Juno); Race 2: Matt Chamberlain (CTR 01)	

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RACING REPORTS

Photos: Steve Jones

CADWELL PARK: BRSCC BY STEVE WHITFIELD

AUGUST 20-21

FENWICK TAKES HIS CHANCES FOR MX-5 WIN



Fenwick (left) and Foden go toe-to-toe



Davis took the win in the BMW Compact closer

Fraser Fenwick edged closer to the Mazda MX-5 championship crown during the British Racing and Sports Car Club’s visit to Cadwell Park despite strong performances from Steve Foden and Sebastian Fisher.

Foden built on his win last time out by taking pole for the opening encounter, but lost out in a three-way scrap with Fenwick and Fisher at Chris Curve and then struggled with overheating issues, while Fenwick scored his 10th win of the campaign ahead of Fisher and Luke Pullen. After an overnight engine change, Foden climbed from fourth to second behind Fisher in the sequel, and then snatched the lead

into Gooseneck before taking victory ahead of Fenwick. The gloves were off in the final contest, with Fenwick sweeping around the outside of Foden, who then was pushed wide at Park as he tried to fight back and lost second to Fisher. A second clash between the pair at Gooseneck cost Foden further positions, as Fisher passed Fenwick for his first triumph of the season.

Simon Robinson took the fight to the modern ST150 machines in his XR2 in three close ST-XR races. Matthew Pimlott benefited from Michael Blackburn’s early mistake at the hairpin to lead race one. After prevailing against Robinson for second, Blackburn snatched the

lead on the final lap at Gooseneck, but Pimlott bounced back at the Mountain to take the win. Blackburn got the better of Pimlott and Robinson in race two, while Robinson came within a few corners of victory in the finale before being denied by Pimlott in a controversial clash on Park Straight.

Zachary Lucas passed Rob Smith into Hall bends to win the first Fiesta championship encounter, with Smith prevailing ahead of Jenson Brickley in race two, which was initially red-flagged after Mario Cordell was collected by John Cooper at Chris Curve following a spin. Lucas stormed from row three to win the final

contest ahead of close pursuers Brickley and Kellett. Michael Knibbs, Will Blackwell-Chambers and Colin Bysouth took a win apiece in three close Mazda MX-5 Supercup races, while Richard Amos made two costly mistakes at Charlies.

A startline crash for Alex Boam led to a lengthy stoppage in Saturday’s Modified Ford race, which was won following the resumption by Paul Nevill’s Escort Mk2, while Dave Cockell returned home to fix power steering issues with his Escort Cosworth. Cockell returned on Sunday to win comfortably from the back of the grid ahead of Nevill.

RACE WINNERS		
Mazda MX-5 championship Race 1: Fraser Fenwick; Race 2: Steve Foden; Race 3: Sebastian Fisher	Blackwell-Chambers; Race 3: Colin Bysouth	BMW Compact Cup Race 1: Mikey Doble; Race 2: Guy Davis
ST-XR championship Races 1 & 3: Matthew Pimlott (Fiesta ST150); Race 2: Michael Blackburn (Fiesta ST150)	Fiesta championship Races 1 & 3: Zachary Lucas; Race 2: Rob Smith	Mazda MX-5 Clubmans championship Races 1 & 2: Chris Dawkins
Mazda MX-5 Supercup Race 1: Michael Knibbs; Race 2: Will	Modified Ford Race 1: Paul Nevill (Escort MK2); Race 2: Dave Cockell (Escort Cosworth)	CityCar Cup Races 1 & 2: Andrew Dyer (Citroen C1); Race 3: Stuart Bliss (Toyota Aygo)
	Fiesta Junior Races 1, 2 & 3: Sid Smith	

Photos: Ollie Read

DONINGTON PARK: BARC BY PETER SCHERER

AUGUST 20-21

TURICCKI ADDS TO HIS TROPHY CABINET WITH VICTORIES

Pickup champion George Turiccki added another double win to his season’s tally but was made to work for it.

In race one he managed take Dale Gent exiting McLeans on the third lap, but couldn’t shake him off as Daniel Hunn joined in. Turiccki just held on to win, with David O’Regan promoted to third, as Hunn picked up a track-limits penalty.

Gent led the first six laps in race two again, until O’Regan briefly led, before Turiccki passed them both into the chicane on lap seven to take win number two.

After Miles Rudman had headed home Will Gibson in the first of the weekend’s Legends races, Gibson won race two after an early two-car break with Marcus Pett.

But it was Stephen Whitelegg that took Saturday’s final spoils, having lost his earlier advantage to Rudman and Jon Mickel. He claimed the win on the final lap,

just holding off Rudman, Mickel and Andy Bird.

Rudman had another win in Sunday’s opener, with Gibson holding off Mickel for second. But Gibson was dominant winner in the second race, before taking a last-lap victory in the Sunday final, over Jack Parker, Mickel and Rudman.

The first Junior Saloons race was abandoned after a double red flag, but in the second race Daire Flock’s early break kept him in front until the chicane on the penultimate lap, when Maximus Hall snatched the win, with CJ Morgan topping a great scrap for third.

Reigning British Truck Racing champion Ryan Smith led their first race of the weekend from the opening lap, with Stuart Oliver and Simon Reid holding station behind.

It was Reid’s turn to dominate race two and, with Smith an early

retirement, Oliver and David Jenkins joined him on the podium.

Jenkins ousted Ricky Collett from his early lead in race three to take the spoils, leaving Collett to defend second from John Newell and Oliver. His defence was finally breached by both a lap from home, with Smith claiming a late fourth too.

Michael Oliver topped a restarted race four, with Smith a close second, before Smith took his second win over Oliver and Jenkins in Sunday’s finale.

The British Endurance race was a battle of the GT3 Mercedes. Sacha Kakad/Hugo Cook led most of the race, but two short-pitstop penalties handed victory to Wayne Marrs/Tom Jackson.

Jon Woolfitt’s Spire took another double win in the CNC Heads Sports Saloons and in the Praga Cup Gordie Mutch/Jimmy Broadbent and Charles Hall/Scott Mittell shared the victory spoils.



Turiccki was king of the Pickup Trucks at Donington with two more wins

RACE WINNERS				
Pickups Races 1 & 2: George Turiccki	Junior Saloons Race 1: Cancelled; Race 2: Maximus Hall	(Iveco Stralis); Race 3: David Jenkins (MAN TGX); Race 4: Michael Oliver (MAN)	3: Stephen Whitelegg	Praga Cup Race 1: Gordie Mutch/Jimmy Broadbent; Race 2: Charles Hall/Scott Mittell
CNC Heads Sports Saloons Jon Woolfitt (Spire GTR)	British Truck Racing Races 1 & 5: Ryan Smith (Daimler); Race 2: Simon Reid	Legends Races 1 & 4: Miles Rudman; Races 2, 5 & 6: Will Gibson; Race	British Endurance Championship Wayne Marrs/Tom Jackson (Mercedes GT3)	

RACING REPORTS

Photos: Jim Moir

KNOCKHILL: SMRC BY STEPHEN BRUNSDON AUGUST 21



Brown took a double Classic win in his TVR Griffith

RACE WINNERS		
Scottish Mini Cooper Cup Races 1 & 2: Craig Blake (R53); Race 3: Jack Irvine (Cooper)	Scottish Legends Heat 1: Ben Mason (Chevy Sedan); Heat 2: Ryan McLeish (Ford Coupe); Final: Ryan McLeish (Ford Coupe)	Scottish Citroen C1 Cup Race 1: Sam Corson; Race 2: Andrew Davidson
Scottish Fiesta ST Cup Race 1: Steven Gray; Race 2: Liam McGill		Scottish Classic Sports & Saloons Races 1 & 2: David Brown (TVR Griffith)

WEDDELL SURVIVES A LATE SCARE

Minimax driver Michael Weddell held onto his Scottish Mini Cooper Cup points lead ahead of October's season finale despite missing the opening race at Knockhill last weekend.

The reigning champion suffered a driveshaft failure and subsequent oil leak after clouting the Chicane kerbs in qualifying, leaving him as a non-starter for race one.

But a second and third place in the remaining two races – and a poor result for chief title rival Chad Little in the final encounter – ensured Weddell maintains a 15-point margin in the standings.

Little took pole for race one but

was headed by the faster-starting Neil Hose as the lights went out. Little then dropped to fifth after an ambitious move from race-three winner Jack Irvine pitched him and Ian Munro into half-spins exiting the Chicane.

Neil Hose escaped the chaos, and he claimed his first win of the season ahead of Munro while Little recovered to third.

Although he started from the back in race two, Weddell surged through to the final step of the podium behind Munro and Little but was elevated to runner-up after Munro got a three-second penalty for avoidable contact.

Irvine made amends for his earlier misdemeanour by

winning a relatively sedate final race, as Munro and Weddell again filled the podiums positions. An out-of-sorts Little ended up eighth after earlier contact with Dan Patterson at Duffus.

Liam McGill and Steven Gray remain equal on points at the top of the Scottish Fiesta ST Cup standings after taking a win apiece. The season's dominant forces were once again the class of the field, with McGill getting the better of Gray at the start of race one which was restarted following a roll for Stephen Ward at McIntyres. Race two was almost a repeat, but with McGill edging the win by 0.7s.

In the C1 Cup, Sam Corson

took a big step towards a first title after main rival Finlay Brunton was excluded from the second race following a technical infringement. Corson won the opener and collected yet more points with sixth in race two.

Ryan McLeish prevailed in a closely fought Scottish Legends final, beating championship veteran Ben Mason and Stewart Black. Mason beat McLeish in the first race, while the roles were reversed for the second.

Meanwhile in the Scottish Classics, David Brown took a dominant double in his TVR Griffith after John Kinmond withdrew with a broken differential.



McGill (62) and Gray (24) remain tied at the table top

MALLORY PARK: VSCC BY STEVE HINDLE AUGUST 21

BLAKENEY-EDWARDS TAKES A DOUBLE WIN

Patrick Blakeney-Edwards reaped a brace of wins at Mallory Park as the Vintage Sports-Car Club concluded another magnificent season of racing.

His first race was the Allcomers event: Michael James in the Riley 12/4 held pole but a moment's hesitation off the line meant he was left behind Pat Blakeney-Edwards before reclaiming the lead as they headed into Gerard's. It stayed like this for the first half-dozen laps, the Riley carrying good speed but

Blakeney-Edwards' Frazer Nash looking threatening under braking. Then, as traffic came into play, James found his exit from the hairpin blocked, allowing Blakeney-Edwards to seize the opportunity to return to the front. James did what he could to stay on terms but spun out of contention a few laps later.

Blakeney-Edwards' second win in the Vintage Racing and Sports Car Race had an initial reversal of fortune, his advantage from pole being overhauled by Tom Walker's Amilcar Hispano Special, which scythed into the lead

from the third row. Oliver Llewellyn's Bentley and Justin Maeers' GN Parker gave chase, but it was Blakeney-Edwards who made the challenge through the Devil's Elbow and then kept his momentum to head the pack. Walker, Llewellyn and Maeers (until he retired) fought hard over the remaining podium places, Walker doing just enough to keep the Bentley at bay.

The Owner Driver Mechanic series for Standard and Modified Pre-War Sports Cars continues to enjoy strong grids of mostly original-

specification machinery. Mark Brett's Ballamy-Ford V8 had dominated practice and led off the line as the Morgan Super Aero of Sue Darbyshire struggled for traction, but Darbyshire soon gathered pace and launched her three-wheeler around the outside of Brett at the Esses. Brett, Max Sowerby and Adam Moody fought relentlessly for the remaining silverware but it was Darbyshire, who with two wins and three podiums from five outings, won both the day and the season's crown.

Both single-seater races

produced thrilling action. Jon Milicevic showed outstanding speed in the ultra-rare Foglietti to lead the Pre-'66 race, only for an incurable engine to make him one of nine retirees. Later, the battling 500s produced some of the finest action of the day. Andrew Turner gained two places in one audacious move around the outside at the Esses, and Harry Painter later denied both Turner and Xavier Kingsland a podium spot with a combination of last-lap moves and the trio were separated by less than half a second at the flag.

Alastair Bailey (Riley 9 2 Seat Special)

Grand Prix Itala Trophy
Patrick Blakeney-Edwards (Frazer Nash Super Sports)

500 Owners Association
Alex Wilson (Cooper Mk10)

Allcomers Fast Handicap
Rebecca Smith (Morris Mord)

RACE WINNERS		
Dick Baddiley Handicap Trophy Rob Hubbard (Vauxhall 30-98)	Mallory Park Trophy for VSCC Specials Sandford Andrews (Morgan Aero 2)	
Pre-War Allcomers Patrick Blakeney-Edwards (Frazer Nash Super Sports)	Bob Gerard Memorial Trophy Justin Maeers (Cooper-Climax T53)	
Standard and Modified Pre-War Sports Cars Sue Darbyshire (Morgan Super Aero)	Triple M Register Mike Painter (MG Kayne)	
	Short Handicap for Pre-War Cars	

WHAT'S ON

YOUTUBE REVIEW

In this week's Motorsport News we preview a calendar highlight: The Classic at Silverstone, the large and eclectic historic racing event on the circuit's Grand Prix layout. And to help you get further into the mood you can watch

ITV4's highlights of last year's event on The Classic's YouTube channel. It showcases the event's on- and off-track wares, split across two 45-minute episodes. They're at: youtube.com/watch?v=70YpFL_COUK and: youtube.com/

watch?v=AJoqHhH2qLg. Not even foul weather can put a dampener on things. Look out for the Masters event for screaming Formula 1 cars, titled the Murray Walker Memorial Trophy, with Michael Lyons' crushing performance in the Ensign N180B.

There's also Martin O'Connell walking on water in a Lotus 11 in fading light in the Stirling Moss Trophy, Alex Brundle's fine showing in the sodden Masters Historic Sportscar race in a Lola T70, and a packed Mini Cooper race to mark the car's 60th anniversary.



Catch up with the Classic thrills

TV GUIDE



Belgian GP '10 is on Sky Sports

Sky Sports F1 gets its coverage of this weekend's Belgian Grand Prix started today (Thursday) with the drivers' press conference at 1400hrs-1500hrs, then later there is some retro fare with the 2010 Belgian race shown in full at 1900hrs-2110hrs. Tomorrow it has its F1 Show on at 1815hrs-1915hrs. Channel 4's Belgian Grand Prix qualifying highlights meanwhile are on Saturday at 1830hrs-2000hrs while its race highlights are on Sunday at 1830hrs-2100hrs. You can watch the best of this weekend's European Rally

Championship Czech Rally Zlin round on Tuesday at 2315hrs-2345hrs on BT Sport 2. Premier Sports 2 has plenty of BRISCA action, starting today with Skegness racing on at 1700hrs-1800hrs, and this is repeated on Saturday. Then on Monday it's action from Venray on at 1815hrs-1915hrs and 2300hrs-0000hrs, and it's shown again on Tuesday. BT Sport shows Australian Supercars highlights from last weekend's Sandown meeting, on Monday starting at 1800hrs on BT Sport 2 and then again from 2300hrs on BT Sport 3.

LIVE TV

FORMULA 1 BELGIUM
Practice 1: Friday, 1230hrs-1415hrs, Sky Sports F1
Practice 2: Friday, 1545hrs-1725hrs, Sky Sports F1
Practice 3: Saturday, 1145hrs-1310hrs, Sky Sports F1
Qualifying: Saturday, 1400hrs-1655hrs, Sky Sports F1; 1445hrs-1630hrs, Sky Sports Main Event
Race: Sunday, 1230hrs-1700hrs (start time 1400hrs), Sky Sports F1

FIA F2 SPA
Practice: Friday, 1035hrs-1125hrs, Sky Sports F1
Qualifying: Friday, 1725hrs-1805hrs, Sky Sports F1
Sprint race: Saturday, 1655hrs-1755hrs, Sky Sports F1
Feature race: Sunday, 0915hrs-1025hrs, Sky Sports F1

FIA F3 SPA
Practice: Friday, 0925hrs-1015hrs, Sky Sports F1
Qualifying: Friday, 1425hrs-1505hrs, Sky Sports F1
Sprint race: Saturday, 0930hrs-1030hrs, Sky Sports F1

Feature race: Sunday, 0745hrs-0845hrs, Sky Sports F1
PORSCHE SUPERCUP SPA
Race: Sunday, 1105hrs-1145hrs, Sky Sports F1; Sunday, 1100hrs-1200hrs, Eurosport 1

BRITISH TOURING CAR CHAMPIONSHIP THRUXTON
Races and supports: Sunday, 1115hrs-1845hrs, ITV4

DTM NURBURGRING
Qualifying 1: Saturday, 0915hrs-0945hrs, BT Sport 3
Race 1: Saturday, 1215hrs-1400hrs, BT Sport 3
Qualifying 2: Sunday, 0900hrs-0930hrs, BT Sport 4
Race 2: Sunday, 1215hrs-1400hrs, BT Sport 3

DTM TROPHY NURBURGRING
Race 1: Saturday, 1400hrs-1500hrs, BT Sport 4
Race 2: Sunday, 1400hrs-1500hrs, BT Sport 3

NASCAR DAYTONA
Race: Sunday, 0000hrs-0400hrs, Premier Sports 2

WHAT'S ON

RALLYING SUNDAY
Mewla Rally (Epynt)
Epynt Motor Club (spectators admitted)
epyntmc.co.uk

Rainworth Skoda Rally (Leconfield)
Sheffield and Hallamshire Motor Club (no spectators)
sandhmc.co.uk

Galway Summer Rally
County Galway Motor Club (spectators admitted)
Sportity: GSR22

RACING FRIDAY-SUNDAY
Silverstone GP, Northants
The Classic, Silverstone: Historic F1, Endurance Legends, Historic Sports, Pre '66 Touring Cars, Pre '66 GT Cars, Formula Junior, HGPCA, GT4, Formula 2, Thundersports, Pre-War Sports, Woodcote and Moss Trophies, Historic Touring Cars, Pre '63 GT Starts Friday, (qualifying from 0900hrs) Saturday, racing from 0900hrs Sunday, racing from 0900hrs Admission from £84 Web silverstone.co.uk Tickets online only

Snetterton 200, Norfolk
2CV 24-hour: 2CV, Snetterton Saloons Starts Friday, (qualifying from 1900hrs) Saturday, racing from 1135hrs (qualifying from 0900hrs) Sunday, 24-hour race continues Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

SATURDAY
Kirkistown, N Ireland
Leinster Trophy: Road Sports, Ford Fiesta Zetec, FF1600, Saloon/GT, Mazda MX-5 Starts racing from 1300hrs (qualifying from 0900hrs) Admission adult £15 Web kirkistown.com
Oulton Park International, Cheshire
MSVR meeting: Monoposto, 7s, Bernie's V8s Starts racing from 1055hrs (qualifying from 0830hrs) Admission adult £19, under 13 free Web msv.com Contact 0344 225 4422
Brands Hatch Indy, Kent
750MC meeting: Clio Sport, 116 Trophy, Locost, Type R Trophy, Sports 1000, Classic Stock Hatch Starts racing from 1130hrs (qualifying from 0900hrs) Admission

adult £14, under 13 free Web msv.com Contact 0344 225 4422

SATURDAY/SUNDAY
Thruxton, Hants
BTCC meeting: BTCC, F4, Carrera Cup, MINI Challenge, Ginetta GT4, Ginetta Junior, Starts Saturday, racing from 1335hrs (qualifying from 0900hrs) Sunday, racing from 1050hrs Admission adult £36, under 16 free Web thruxtonracing.co.uk

MONDAY
Oulton Park International, Cheshire
CSCC meeting: Tin Tops, Swinging Sixties, Future Classics, Modern Classics, Classic K, New Millennium, Open Series, Turbo Tin Tops Starts, racing from 1310hrs (qualifying from 0830hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422
Castle Combe, Wilts
CCRC meeting: FF1600, GT, Saloons, Hot Hatches, Allstars, Jack Sears Trophy, Classic Alfa, Dave Allan Trophy Starts racing from 1300hrs (qualifying from 0830hrs) Admission adult £15, under 16 free Web castlecombecircuit.co.uk

Donington Park National, Leics
CTA meeting: TCR UK, Civic Cup Starts racing from tba (qualifying from 0900hrs) Admission adult £19, under 13 free Web msv.com Contact 0344 225 4422

SPORTING SCENE SATURDAY/SUNDAY
Pembrey, South Wales
British Rallycross Championship Starts: 0900hrs Admission: adults £20 (both days) Web: pembreycircuit.co.uk

SUNDAY
Great Yarmouth, Norfolk
National Hot Rods Starts: 1700hrs Admission: adults £18, concessions £16, children 5-14 years £6, car parking £2 Web: spedeworth.co.uk

MONDAY
Foxhall Heath, Ipswich
National Hot Rods Starts: 1300hrs Admission £20, concessions £18, children £8, car parking £2 Web: spedeworth.co.uk

Details correct at time of going to press, please check with organisers

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Photographs must be of a good quality and please send no more than three images



Michael Vickers enjoyed a recent trip to a BARC NW event at Croft



A very quick Mini, from Gary Hill



Richard Salisbury's Shelsley shot



BTCC tight pack, by Rich Cranston



Sam Nudd's Snetterton shot

NEXT EDITION

WHO WILL CONQUER THE UK'S FASTEST TRACK?

BTCC runners unleashed at Thruxton



ALL THE CLASSIC ACTION IN REFLECTION

The cars and stars in the spotlight at Silverstone



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Book your advert before 3pm Wednesday to see it in the next issue

THE VOICE OF BRITISH MOTORSPORT
**MOTORSPORT
NEWS**

Classified



Telephone: 01732 445 328 Email: Russell@talkmediasales.co.uk

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

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Lineage:
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25 words + Picture = £35 (£42 inc vat)
Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
£50 (£60 inc vat)
£10 per extra column cm (£12 inc vat)
Private seller Offer
25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 01732 445328** or **email Russell@talkmediasales.co.uk**
Deadline: Wednesday at 3pm (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Kelsey Media

Address for advertising

Motorsport News Advertising
Talkmediasales
Ground & 1st Floor Littleheath
St Mary's Rd
Swanley
BR8 7FN

Important

The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.

Cancellation and refunds not guaranteed. Terms of acceptance of advertising are available on request.

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[H200mm x W300mm x L900mm]



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PROJECT

CMB-FT017-BLK

1 X FILLER NECK, SCREW CAP &
SIGHT GAUGE [BLK ANODISED]

FUEL TANK 18 GALLON
[H300mm x W300mm x L900mm]



£219.99

PROJECT

CMB-FT018-TW

2 X FILLER NECKS
+ STRAPS [FOAM FILLED]

FUEL TANK FLAT 12 GALLON
[H100mm x W200mm x L800mm]



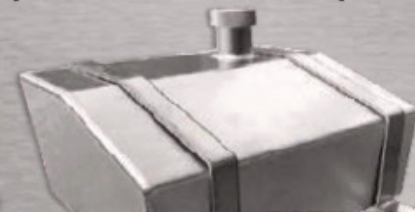
£199.99

PROJECT

CMB-FT012

1 X CENTRAL MOUNTED
FILLER NECK [BAFFLED]
SIGHT TUBE & MOUNTING BRACKETS

FUEL TANK BOOT-FILL 11 GALLON
[H250mm x W330mm x L350mm]



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PROJECT

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[LENGTH]

[HEIGHT]

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fitments or
accessories you
need to your
drawing

3MM

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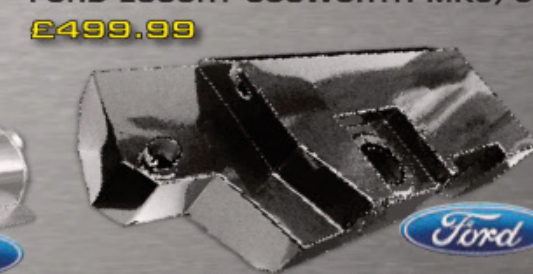
FORD FIESTA MK1

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FORD ESCORT COSWORTH MK5/6

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CURRENT LISTINGS

ASTON MARTIN V8 VANTAGE



£52,995. Here we have for sale on behalf of a customer a Superb 2013 Aston Martin V8 Vantage in Skyfall Silver with contrasting Chancellor Red Interior. The V5 shows 3 previous owners and the owners handbook shows that the first owner was Aston Martin themselves from March 13 to November 13. Please call 01875 820527, Scotland. (T)
115599

ASTON MARTIN V8 VOLANTE



1987, 22850 miles, £225,000. 1987 Aston Martin V8 Volante with manual transmission. 22500 miles from new and just 3 previous owners. Excellent air conditioning and discreet sat nav with Apple Car Play. Please call 07970190472, South East.

115450

BMW 2002



1974, £10,500. 1974 BMW 2002 left hand drive in Polaris Silver. MOT until 2023. Bonnet needs attention, otherwise car is sound. Interior very good condition, new rear exhaust, tyres good. £10500 Tel 01989 563966. Please call 01989 563966, South West.

115451

DETOMASO PANTERA



1973, £194,995. The De Tomaso Pantera comes with a huge extensive history file, various literature, featured magazine articles and of course the receipts for the recent program of work. The car also comes with its correct tool kit and tool bag, including correct jack. This is without doubt an incredibly sought-after car, a true collector's piece and one of the very few RHD examples ever built. The car is beautiful in terms of detail, the paint finish stunning, chrome work exceptional and the no expense spared interior re-trim looks magnificent. Please call 01944 758000, Yorkshire and the Humber. (T)
115663

FORD ESCORT



1975, £30,000. 1975 Ford Escort Mk1 RS200.

- HPE 2.1L Pinto Engine (186bhp), Accralite pistons, forged con rods, Big valve race head, Piper 300 cam, HPE bolt in core plugs, HPE toothed belt kit, Alloys RS sump, Tony Law exhaust manifold, GENUINE Ford group 1 downdraught inlet manifold(Very rare!), Twin 48 IDF carbs, Front coil overs conversion, Please call 01963364432, South West.

115056

FORD FIESTA



1981, 1000 miles, £18,000. Fiesta Mk1. GP2 Recreation Monte Carlo Rally Car. This has been a very long term project creating a Fiesta Mk1 GP2 Monte Carlo replica using a Ford 2.0 Zetec engine on Motorcylcle carburettors. Would suit Rally demonstration events / car shows, however could easily be Log booked for competition use. Images do not do the car justice at all. The car currently does not have an MOT, the car will also require shaking down and suspension setting up, also suggest carburettor set up by and experienced bike carb tuner, this is a condition of the sale! All parts are either new or re manufactured. Looks stunning with the works arches and fresh frozen white paint. Please call 07769651920, North West.

115232

ROVER 2600



1984, £5,995. a-reg, lots of history, handbooks, mot. stunning. Please call 07895 675851, South West.

115940

JAGUAR F-TYPE



2017, 11000 miles, £46,995. Engine and MPG. CO2 emissions: 234g/km. Please call 01442 833311, South East.
114879

JAGUAR F-TYPE



2017, £39,995. Engine and MPG, Engine Size: 2,995cc, MPG Combined: 32.9mpg, MPG Urban: 23.5mpg, MPG Extra-urban: 42.8mpg, MOT Expires: 06/06/2022. 0 - 60 mph: 4.8seconds, BHP: 376bhp, Top Speed: 171mph. CO2 emissions: 203g/km. Please call 01442 833311, South East. (T)
115575

LOTUS EVORA



2018, £63,750. Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. Please call 07577 575770, South East. (T)

115679



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